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BALTIMORE, FEBRUARY 24, 1899.

The wheels of a new flouring mill of the Atlanta Milling Co. were started by Governor Candler, of Georgia, in the presence of a number of enterprising citizens of Georgia. The mill will be an important industry for Atlanta, and the participation of the Governor in the formal opening of it was a happy incident. There is room for other great flouring mills in the South.

In a letter to the Manufacturers' Record Governor Sayers, of Texas, writes that he intends at a convenient season to make a trip through the North and East in the interests of the industrial development of his State. His progressive mind and his desire that his administration be of material value will undoubtedly make his trip one of practical importance for Texas.

The Enquirer-Sun calls attention to the fact that Columbus, Ga., is an excellent location for knitting mills, basket and crate, starch, chair, furniture, shoe, dairy supply, canning, pickle, wagon and buggy, shirt, collar and cuff factories, a creamery and a fruit nursery. This is a list of small industries, which, if established, would mean much for any community. Their operations would, of course, be limited but yet remunerative, and in building them local capital would be profitably invested.

Wide-Awake Journalism.

Developments of the past week indicate that the way has been opened for a solution of the difficulties in perfecting its terminal facilities and the means of reaching them which threatened the Illinois Central Railroad at New Orleans. For several weeks negotiations have been in progress and a number of plans have been projected in vain, but now it seems that patience and persistence have removed many of the misunderstandings, and that there is little doubt that New Orleans will continue to enjoy the advantages due to the enterprise of the Illinois Central in building up its terminals there. For this result too much credit cannot be given the newspapers of New Orleans. They have been most progressive in publishing full details of the negotiations, in throwing light upon involved questions and in concentrating public opinion upon the principle that liberality toward the railroad could result only in

substantial benefit to the city. The fact that New Orleans is fortunate enough to possess such wide-awake journals is a promise that the future of the city is safe.

The Nicaragua Canal.

Protests in all parts of the country and by progressive men, irrespective of party politics, have been made against the action in Congress which makes possible the postponement of action at this session providing for the construction of the Nicaragua canal. The opposition to the project is hard to be understood upon legitimate grounds by those persons who realize the tremendous importance of the canal as a military provision and the great advantage to be derived from it by American commerce. The construction of the canal has been discussed for half a century. Never before has its necessity and value been so patent. It is not too late for Congress, even at this time, to enact a measure ensuring the construction of the interoceanic waterway in the near future. The present opportunity to further the plan should not be neglected.

Building Up Commerce.

The question of the upbuilding of the merchant marine is receiving in France as serious consideration as the upbuilding of the American merchant marine is given in the United States. Such bodies as the Marseilles Chamber of Commerce, holding that the gradual disappearance of the French flag from commerce is "in spite of the law of 1893, which the public authorities recognize as absolutely insufficient," a parliamentary committee has been studying the subject for more than a year. After conscientious and laborious investigation the committee has presented a report designed to promote the merchant marine. In its report the committee says:

The result of their inquiries and deliberations is that they consider the present condition of the French merchant marine a critical one, especially in regard to its ability to successfully compete with that of other nations. This is notably the case with steamships. Its relative inferiority, already demonstrated, becomes more and more apparent each day, and with each advancing stride made by the steamship lines of other foreign countries. This state of affairs, if prolonged, would lead to the most disastrous commercial, social, military and political results, and it is quite natural that the government should give its attention to the best measures of remedying such a serious situation, the power to ameliorate which, from the very nature of things, cannot emanate from private sources.

The committee, after examining various proposed remedies, recommends modifications of the act of 1893 as follows:

In order to develop the maritime industries of France, as a compensation for the charges imposed upon the merchant navy and for the excessive cost of vessels built in France, a navigation bounty (prime de navigation) will be paid to all steel or iron seagoing vessels sailing under the French flag, constructed in France, measuring over 100 gross tons and less than fifteen years old. * * * As a compensation for the charges imposed upon

merchant vessels, by making them practically schools for seamen, who at any and all times up to the age of forty-five years, or those who have not performed twenty-five years of service, can be drafted into the national navy, a shipping bounty (compensation d'armement) will be paid to all iron or steel seagoing vessels sailing under the French flag of more than 100 tons gross register and which are less than twenty years

After suggesting detailed changes in the shipping bounties and the navigation bounties the committee concludes its report as follows:

The adoption of these changes will most certainly have, according to the unanimous opinion of the commission, the most happy results in developing our merchant industries. Therefore, the commission has the honor of submitting to the minister of commerce the conclusions above stated. It begs him to approve of them and to use his great influence with the ministry in insisting upon the necessity of prompt action.

These suggestions ought to have great weight in this country. Their details may not be applicable here, but the principle involved, the necessity for governmental aid in the promotion of measures for the upbuilding of our commerce, is as dominant in the United States as in France, if not more so. Behind the principle, too, are other interests beside those of a strictly commercial nature. The manufacturers of the country, the great employers of labor, and consequently, the agricultural interests, which are benefited in direct proportion to the increased purchasing power of labor, and the internal transportation agencies will all be benefited by enlarged foreign trade. To gain that trade swiftly traveling vessels must be had, and labor and capital and the great trade and manufacturing bodies of the country are joined in the conviction that those vessels may be had in time to meet an existing emergency only through subsidy.

For Wise Legislation.

In last week's Manufacturers' Record was quoted the Arkansas Gazette's editorial discountenancing the introduction of novelties in Southern legislative bodies, and the suggestion was made that "the South has too much at stake to permit wild measures to have any standing in legislative bodies." Taking this as its text, the Morning Post of Raleigh reads a practical homily to the North Carolina legislature. It says:

At no period in this State's history have conditions been so favorable for the investment of capital and the development of the multifarious resources of which we are continually boasting, and lamenting the absence of the necessary capital to develop. No special privileges, immunities or exceptions are asked in behalf of capital or corporations, but common honesty, as well as a loyal interest in the welfare of the State, demand that all such should be treated fairly and be given the same benefit of just laws that is accorded other interests. * * * The people have been educated to believe they were made to pay too much for the products of labor, manufactures, and the constant cry has been "Cheaper articles and cheaper goods." In this very day those articles which enter most largely into the necessities of life—clothing and groceries—are selling cheaper than ever before known. The farmer, it is also true, is selling his product for less than formerly, yet their products

have not fallen by a good per cent. equal to groceries generally and clothing. Assertions are flippantly made that the farmers are being crushed by corporations and business organizations, and yet, when the farmer sells his products even at present prices and goes to the merchant to buy his groceries or clothing, he realizes what all know to be the truth and what all honest men will admit—that, price for price, he gets as much for his money, of such necessities as he was ever accustomed to buying, for the same amount of products. As a general rule, cheap prices have come to stay. So long as the demand is no greater, and the products of the farm and of manufactures are so great as of late, nothing else can be reasonably expected. Yet this indiscriminate crusade against those combinations now controlling the manufacture of the necessities of life, attempted to be made effectual through legislative enactment, can only result, if such could be carried into effect, in causing the prices of these necessities to go higher, cause the people to have to pay more, while the poor farmer is left to continue the sales of his products at the lowest level.

The same homily may be applied to the legislature of North Carolina's neighbor, Tennessee. The committee of that body that was appointed to draft revenue and assessment bills during the recess, and which, it is stated, began work with the intention of reducing privilege taxes, has increased them and has created new ones. The most important one is that which proposes a tax ranging from \$5 to \$25 a mile on railroads, according to their length. Col. J. B. Killebrew, president of the Tennessee Industrial League, is quoted as expressing the opinion that such a measure, the exercise of a power never intended by the framers of the constitution to apply to industrial pursuits, will have a most depressing effect in every way; that the privilege tax is a constant menace, inasmuch as there can be no security for capital when there is no limit to the imposition of the iniquitous tax. Colonel Killebrew does not believe that the more conservative members of the legislature will support such a measure. He said:

I think those members that represent the more progressive communities will put their heels upon such a bill, because they know that Tennessee is in need of nothing so much as an increase in its manufacturing industry. It requires combined capital to build up such industries, and a privilege tax upon railroads is a tax on industry and a tax on development. Members representing those districts that have no railroad facilities at present know that capitalists or men of sense will not spend money in building railroads in a State where such taxes are imposed. But the worst effect of such legislation is the fear which it creates among those who are attracted to the State by reason of its many natural advantages.

He reviewed the opportunities of Tennessee, and in conclusion said:

Every blow struck by the legislature at legitimate industry in the way of unjust taxation is a blow to the farmers of the State.

He is the wisest legislator who lays aside his prejudices and seeks to build up those industries that will give profitable employment to that class which is now idle and dependent.

Capital only goes where it is sure of protection. We cannot force it to come to Tennessee. If Tennessee embraced the earth, we might make restrictions on it as tight as they were in England when the Jews were the money-lenders of the world, but when Alabama, Louisiana and other States not only offer the amplest protection, but

agree to exempt from taxation for a term of years all capital engaged in manufacturing. Tennessee ought surely in the face of this competition to do nothing that will drive capital away from the consideration and development of its great natural gifts.

The railroads in the State are doing far more for its development than the State itself. They are spending not less than \$40,000 a year to secure immigrants and to encourage the establishment of new industries.

These are facts for consideration on the part of farmers of some of the Southern States. They are the chief sufferers from maladministration of State affairs, and the burden of taxation falls largely upon them. For many of the evils which now and then threaten they have the remedy within themselves. That remedy is the selection of executives and legislators, not upon national issues, but upon the principle of insuring the welfare of every legitimate interest of the State, industrial, commercial, railroad and agricultural.

A Texas Compromise.

It is announced that the Texas railroad commission and the railroads that enjoined the commission's tariffs have agreed upon a compromise. The details of the compromise have not yet been announced in full, but the armistice is satisfactory to the well-wishers for Texas in so far as it may remove even partly an incubus upon the operations of leading developers of the State. Commissioner Reagan is quoted as saying that the commission had not relinquished any of its authority or jurisdiction, and had not compromised its power in any way. It may be suggested, in view of that statement, that it might not be unwise for the legislature of Texas to provide against any exercise of authority by the commission threatening the crippling of the railroads, which have been and must continue to be so important agencies in the development of Texas. There are few compromises free from the germs of greater evil in the future.

APPETITE FOR IRON

Whetted by the Conditions of the Past Week at Birmingham.

[Special Cor. Manufacturers' Record.]
Birmingham, Ala., February 20.

The weather the past week was detrimental to the production of iron, interfering, as it did, with the delivery of material at the furnaces to such an extent that several of them had to be banked until weather conditions permitted the resumption of usual conditions. But it didn't lessen the appetite for iron. It whetted the demand to a keen edge, and the inquiries and orders came fast and furious from all sections and from all classes of buyers. Comparatively few were accepted for either the first or second quarters of the year. Many came in asking for a small quantity for the first half, and a big loaf for the last half of the year. The activity of the demand was unexpected, and in a measure unwelcome. But it was so persistent that the bars were let down and considerable orders were registered for last half of the year on the basis given below. The writer saw telegraphic orders from the best buyers in the trade, men whose reputation for prudence and shrewdness are co-extensive with the trade. Their action fixes in one's mind the idea that present prices are regarded as a safe basis for the whole of this year. Prices were irregular, each case being "a law unto itself," and those here given do not represent the extremes, but are thoroughly conservative. Gray forge sold at \$8.50 and up to \$8.75, possibly higher for small lots. No. 2 foundry

sold at \$9.50, and some above that. The same can be said of No. 2 soft. No. 3 foundry is \$9. For nearby deliveries in small lots the extreme prices prevail, and just what they are sellers decline to divulge. Even the last half of the year is now so well sold up on some grades, in some quarters, that they are chary about increasing their lines until they figure further on probabilities. Some have been on a strain to make deliveries, and time has been called more than once. Buyers have been ready for delivery day, and requests to defer tenders have been "nil." This caused a good deal of hustling to fill contracts, and has been productive of much inconvenience and discomfort.

The export inquiry has also been lively, and as the deliveries have been modified so as to extend to the last half of the year, the demand has been met more freely. Sales have been very fair. A leading official said to your correspondent: "Since we entered the export trade I have never seen the foreign buyers so keen for our iron as they are now. They are not higgling over prices, but promptly accept our prices if within reason. We have had so few of our offerings declined that it has been a surprise to us, and if I were to tell you of some of our transactions you wouldn't believe me. I will only say that results are most satisfactory to us." There is still every inducement offered in the way of ocean rates, which continue on the same low plane heretofore quoted. One interest will ship this week 1000 tons via Norfolk. In warrants there is considerable variation. Early in the past week one party reports a purchase at \$8, while at the week's close they are reported as being offered in a limited way at \$8.75. The reports of furnace yards for February 1 show 19,000 tons in stock in Alabama and Georgia. Of this amount, three-fourths is held here, and mainly by one interest. The decrease has been from 103,000 on July 1. The stock in warrant yards in Alabama is about 90,000 tons. The stock question needs no further statement to strengthen deduction.

The Birmingham Foundry & Machine Co. was awarded by the rod mill a contract for a cross compound engine and for several large flywheels, ranging from 160,000 pounds in weight to 40,000 pounds. The engine was one of 750 horse-power. The recent expenditure of \$30,000 in improvements makes the shops of this company the most complete of their kind in the South, and so greatly adds to their facilities that they are successful competitors for work that a few years ago no one would have thought of contracting here. This simply represents the rapid strides in this direction we have been making.

The rod mill this week will let their last important contracts, and as it is their policy to favor local concerns where ability to do the work is shown, some other important contracts are likely to fall to the same concern.

The Commercial Club announces that they have closed a contract with a Michigan party to erect a flour mill here having a capacity of 200 barrels per day. But for the interference by bad weather with other negotiations, this letter would chronicle their successful ending, securing other industries. As it is, local parties have determined to erect at Ensley a large saw mill, a planing mill and a veneering factory, with all of which will be connected a barrel, keg, tub and bucket factory. All will be under one management. Contract for transportation of raw material has already been made with the railroads. To this industry you can add another—a cement factory, with a capacity of 1000 barrels per day. The prospect for others, some of which will

be of magnitude and cost hundreds of thousands of dollars, is very fine. We will average one per week, big and little, during the year. Preparations are being made for the erection of a \$60,000 business house, the contract having been let. Plans and specifications for others are being considered, and contractors and builders report prospects never were so fine for a successful season. Our minor industries are full of work. Hardie-Tynes Co. reports contract on the dredges for Norfolk harbor and several Corliss engines to go to Texas. Warrior Machine Works report improvement in business, and the Means-Fulton Co. say they have all they can do. Thus it is all along the line. All report the same story, and it has been often told in these letters.

J. M. K.

Eastern Iron Markets.

[Special Cor. Manufacturers' Record.]
Philadelphia, Pa., February 22.

The Eastern Pennsylvania iron trade is like every other one, strong and active. More business has accumulated since last Thursday; in fact, there is an evident decrease in inquiry because of the inability of manufacturers to accept business. The conditions in other markets affect us directly. Much business that has been held up elsewhere has sought for acceptance here. Pig-iron quotations are high, and only small lots can be had. Makers do not care to book large late delivery orders. Quotations are: No. 1 foundry, \$13 to \$13.50; No. 2 X foundry, \$12 to \$12.50; plain, \$11.50 to \$11.75; standard mill iron, \$11.25 to \$11.50. Basic, Bessemer and low phosphorus are strong, but not so much sought for. Billets have reached normally \$22. Some business has been done at a trifle under this price. Steel rails are \$20 to \$21, and makers report that railway managers are considering heavy purchases at an early day. The finishing mills are all oversold, and any attempts to particularize or specify must fall short. All quotations have been fractionally advanced. One result of this has been to prevent a few large consumers to place orders at this time. They take the ground that the present furor will pass over. The pressure on the plate mills is particularly noticeable. Pipes, tubes, sheets, merchant steel of all varieties and all rolled products are in urgent request. The manufacturers have pursued a wise course in discouraging that portion of demand which is presented through a panicky feeling. Give them time and all will be served. Capacity is being rapidly extended.

MILL MACHINERY SOLD.

Activity in the Trade at Charlotte at Present.

[Special Cor. Manufacturers' Record.]
Charlotte, N. C., February 21.

A number of machinists who are engaged in placing cotton-mill machinery sold by the Charlotte supply houses have been here for a week past. Mr. Stewart Cramer, of the Whitin agency, has quite a squad of men so engaged just now. He has made some large sales in the past ten days, and has several equipping forces now at work in neighboring towns, an indication of the activity now prevailing in that line in this section.

The sale of the Chester (S. C.) Weave Mills yesterday serves to show how local capitalists view cotton-mill investments. The Chester mill was sold by a court order, and a bid of \$25,000 would have been satisfactory, or sufficient to secure title, yet the property brought \$48,050. Mr. O. P. Heath, one of the purchasers, is one of the cotton kings of Charlotte. Mr. F. B. Springs, his associate in the purchase, is mayor of Charlotte, and a progressive

man. The mill operates 400 looms. A spinning mill will very likely be added to the plant. The new owners of the Chester mills are men of abundant capital.

A joint stock company is to be organized tonight for the erection of a new opera-house in Charlotte to cost about \$30,000. Frank P. Milburn is the architect and also the manager of the enterprise.

The Charlotte mills are so well built and the operatives so comfortably housed that during the cold snap last week, which paralyzed industry and tied up business for days over a great portion of the country, work here was shut down only one day. Even then it was only partial, as some of the mills did not suspend at all.

WILL BUILD ITS OWN CARS.

Norfolk & Western's Plans for Work at Roanoke.

[Special Cor. Manufacturers' Record.]
Roanoke, Va., February 20.

The Norfolk & Western Railway Co. has definitely decided to build at the shops in this city 1000 large coal cars, each of fifty tons capacity. The work will be done here, though the steel for the frames will be gotten elsewhere. This will give active employment for nearly a year to all the force now employed in the shops, and may necessitate an increase. The outlay necessary for the work will be over \$700,000, and the monthly pay-roll at the shops will amount to nearly or quite \$100,000 while the work is in progress. The powerful engines recently purchased by this company will be necessary to haul the trains composed of such large cars, and the heavy weight of the trains will necessitate larger and heavier rails on part of the line. It is understood that the company will begin very soon to replace some of the lighter rails now in use with 85-pound rails.

The recent suspension of work at the shops was due to the late storm, which practically blocked the road, and to the further fact that owing to the extreme cold the men could do no outside work. The above contract for coal cars gives the workmen a happy appearance, as it practically means steady work on increased time for the balance of this year at least.

The Virginia Coal, Iron & Railroad Co. is making active preparations to put all their furnaces in blast at the earliest possible moment. They have closed a lease of the Trout mine, adjoining the Rorer mine, near this city. These two together constitute one of the most valuable iron-ore properties in Southwest Virginia.

There is much talk and speculation about other railroads to be built through the city. There is a rumor that the B. & O. R. R. is seriously considering the propriety of extending the Valley branch of that line from Lexington to Roanoke. The grading of this extension was done some years ago, and could be completed at comparatively small cost. This is the nearest route for the B. & O. to get to the South.

Alabama Minerals.

Dr. Eugene Smith, State geologist, has estimated the mineral production of Alabama for the past year as follows: Coal, 6,509,223 short tons; coke, 1,390,254 short tons; iron ore, 2,202,158 long tons; pig iron, 1,026,459 long tons; stone for flux, 499,859 long tons; beaumontite, 13,848 long tons; lime, 127,588 barrels.

The Macon Chamber of Commerce is preparing to distribute through the North and West matter advertising the advantages of Macon as a manufacturing, business and residence city.

Among the who are coming to the festivities incidentally John E. Searles, American S. East, and one of the most great trade than which devoted friend his private Edmonds is

When, a patches carried Searles had tion with t Co., there v Searles was successful p given of the inspired by ful accompl in which he devoted int which he would be no to its prom means of an cotton-plant For several tically to in on the plan was only v ersally rec of America dent Fish, Governor other capita tion into th become con financial in the system wise direct American C the growth in the past most intere the times. now has ne and whose ecutive abil an assuranc devote the l try and cap indefinite ex company of is for the in the Sou the cotton i perity of t making his same a mo every impos either hand at present i to New Or On their Searles and St. Louis, the convict careful inq the improv handling. "We hav the problem beginning c such as thi tails our m vantages o propose to est lines. plants in o son, and w 000 bales

MR. SEARLES IN THE SOUTH.

Comprehensive Understanding of His Extensive Trip.

[New Orleans States, February 8, 1899.]

Among the many prominent visitors who are coming to New Orleans to enjoy the festivities of the Carnival season and incidentally on a business mission are Mr. John E. Searles, late secretary of the American Sugar Refining Co., and one of the most distinguished financiers of the East, and Mr. Richard H. Edmonds, editor of the Manufacturers' Record, of Baltimore, which is in the front rank of the great trade journals of the country, and than which there is no more earnest or devoted friend of Southern industrial advancement. Mr. Searles is traveling in his private car, the Iolanthe, and Mr. Edmonds is his guest on the trip.

When, a few weeks ago, the press dispatches carried the information that Mr. Searles had decided to sever his connection with the American Sugar Refining Co., there was a general belief that Mr. Searles was to retire from an active and successful public life, and no inkling was given of the fact that his retirement was inspired by a purpose to carry to successful accomplishment a gigantic enterprise in which he has individually taken a most devoted interest, and the operation of which he has for some years believed would be not only of large financial profit to its promoters, but a philanthropic means of ameliorating the condition of the cotton-planting interests of the South. For several years efforts were made practically to introduce the round-bale system on the plantations of the South, but it was only when Mr. Searles, who is universally recognized as one of the greatest of American financial organizers; President Fish, of the Illinois Central; ex-Governor Francis, of Missouri, and other capitalists, after careful investigation into the merits of the invention, had become convinced of the possibilities for financial investment that it offered, that the system made headway. Under their wise direction the development of the American Cotton Co. has been rapid, and the growth of the round-baling industry in the past few years has been one of the most interesting commercial features of the times. Now, Mr. Searles, who till now has never scored a business failure, and whose foresight, financial genius, executive ability and indomitable energy are an assurance of success, has decided to devote the larger share of his time, industry and capacity for organization to the indefinite expansion of the interests of the company of which he is at the head. It is for the purpose of studying conditions in the South, especially with respect to the cotton industry and the state of prosperity of the cotton farmers, that he is making his present trip, which will consume a month, and which will embrace every important section wherein cotton is either handled or grown. The party is at present in Texas, and it will come over to New Orleans about Sunday.

On their way from Washington Mr. Searles and Mr. Edmonds stopped over in St. Louis, and there Mr. Searles spoke of the conviction that had come to him, after careful inquiry, of the vast field open for the improvement of cotton baling and handling.

"We have," said Mr. Searles, "solved the problems which always surround the beginning of a revolutionizing enterprise, such as this, perfected to the minutest details our machinery, demonstrated the advantages of the round bale, and now we propose to push this system on the broadest lines. We have had more than sixty plants in operation during the present season, and will handle this year nearly 200,000 bales of cotton. The mills in New

England, as well as in Europe, after two years of thorough testing, take all of the cotton we can offer at an advance over the price of square-bale cotton.

"William C. Lovering, vice-president of our company, who is one of the leading cotton manufacturers of New England, made some very thorough tests before becoming interested with us, and found that yarns made from round-bale cotton are much stronger than from the old bales, because the lap from our bale can be fed directly into their pickers and the fiber in our cotton is not injured by the preliminary process required in any other bale. We get greater density than the old presses, but by a different system, and one that so completely excludes the air as to make these bales practically non-combustible. This has cut the insurance rates on our bales down 50 per cent., and steamship agents offer very much lower freight rates than on the square bales.

"We have made our plans and arranged for the location of enough plants to handle next season about 1,000,000 bales of cotton. With this business developing so rapidly and offering an unlimited field for expansion, I have decided to concentrate my time upon the work of this company. It has seemed to me that in connection with our work there are many improvements in handling cotton which can be introduced to the benefit of the planter, and I am now making a trip through the entire South and Southwest in order to closely study every phase of cotton-handling between the grower and the mill."

Mr. Edmonds, as has been stated, has been an invaluable aid, personally and through the large influence of his great trade paper, in the development of the resources of the South, and he has done as much as any single man in bringing before the financiers of the East the vast virgin field in the South inviting development and the investment, with assured returns, of unlimited capital. Mr. Edmonds will be especially welcomed in the South. In speaking the other day of the trip Mr. Edmonds said in St. Louis:

"The South, in keeping with the country at large, feels the quickening of new life in all its industrial interests. The outlook for the Southern States was never brighter. The supreme test of the industrial strength of that section has been passed, and through all the severe depression, now happily a thing of the past, the coal and iron and cotton manufacturing interests not only held their own, but steadily expanded in number and in the diversity of product. I am accompanying John E. Searles on a four weeks' trip through the South. Mr. Searles has recently resigned from the management of the American Sugar Co. and also from the presidency of the Western National Bank, of New York, with a view to concentrating his energies upon the development of improved cotton compressing and handling. He is president of the American Cotton Co., which is introducing the round-bale system of compressing cotton, and Chicago, which is yearly becoming more largely interested in Southern business affairs, comes into still closer relations through the operations of this company. The American Cotton Co. owns the Walburn & Swenson Company, of this city, which has large machinery works at Chicago Heights, and all of the machinery and compresses used by the cotton company are made at that point.

"The fact that Mr. Searles has decided to concentrate his time upon this cotton-handling system has attracted wide attention in financial circles and brought out many inquiries as to the round bale and its advantages. For several years this company has been introducing this system and making a careful investigation of its advantages, and has already han-

dled 200,000 bales of cotton this season, with the assurance of reaching 1,000,000 next year. This is probably the greatest revolutionary change in the handling of any staple which has been introduced in the last quarter of a century. Among some of those interested with Mr. Searles in this enterprise are Stuyvesant Fish, president of the Illinois Central; David A. Francis, former Secretary of the Interior; Messrs. Walburn & Swenson, of this city; D. C. Ball, formerly president of the St. Louis Cotton Exchange; William C. Lovering, one of the leading cotton manufacturers of New England, and others. Mr. Searles is making a trip through the Southwest and the South to study closely into every phase of cotton handling, and to visit all of the plants now in operation and to decide on the location of a large number of others."

Both Mr. Searles and Mr. Edmonds will be warmly welcomed to New Orleans.

Searles in the Cotton Fields.

[New Orleans States, February 9, 1899.]

Yesterday we printed in our local columns an extended article relative to the approaching visit of Mr. John E. Searles and his companion, Mr. R. H. Edmonds, to the South.

The visit of these gentlemen to our section of the country is full of promise to our cotton producers, and the gentlemen should be welcomed in every locality which they may visit. To say that this trip means business, and business on a big scale, is simply to say that Mr. Searles always means business, and business on a grand scale.

This gentleman is perhaps the ablest and most far-sighted business man in America. He has never made a failure, nor, we believe, a mistake in his calculations; whenever he has put forth his power there has been success; hence, we regard his entry into the cotton problem of the South as an augury of vast good. For more than a quarter of a century the conditions of cotton, its production and manufacture have been discussed in this country and in Europe, and it has always been the same old story. We have had talk of cotton conventions and have actually held cotton conventions. We have talked of limiting the output by rules and penalties; but all in vain. The crop has continued to increase in quantity and to fall in prices, until the prices now received by the producers barely pay the cost of the product.

This is, of course, conclusive proof that we have been all along on the wrong line. We have been impracticable. We have seen trusts and corporations formed by combinations of capital and grow in wealth and power; and we have dreamed of forming the cotton-growers into a great cotton trust. The scheme is based on an entirely false conception of business combines. You cannot form a combine composed of hundreds of thousands of men scattered over a wide area of territory. Concentration is absolutely essential to a business combine or trust, whether the trust be a beneficent or a pernicious one. But what a million scattered men cannot do a few brainy men with large capital and led by such a man as John E. Searles can do. Hence, we rejoice to see such a man, this very man indeed, withdrawing from other interests and centering his wide ability and experience and his command of capital on cotton. It shows that his clear brain has seen vast capabilities in the industry which is impoverishing the South, and that his keen eye has discovered the way in which these capabilities can be profitably developed.

When Mr. Searles accepted the presidency of the American Cotton Co. and determined to devote his energies to its ends it meant that something new and of vast importance in cotton had been dis-

covered. It was a gleam of light, of hope, to the Southern planter, and we do not believe that Mr. Searles has made any mistake.

The round bale we have shown to a demonstration in these columns will save in the handling of cotton from two and a-half to three dollars per bale. This in itself is a tremendous thing. But that is not all. This gentleman never does things by halves. He also proposes to institute a system of loans at low interest to cotton-growers. This will be wealth to the cotton-planters, who for fifty years have been making their crops on loans and advances, on which they have paid from 12 to 15 per cent. interest and have thus had their noses kept to the grindstone.

Mr. John E. Searles, from a business standpoint, is a great, big, level-headed man, and we bid our Southern friends to give him a cordial welcome, because he is their friend. Of course, Mr. Searles expects to make much money for his company by his schemes. Heaven grant he may. The more he makes the more the impoverished planter will make. As for our part, we place little confidence in the professions, or, if the professions be sincere, then in the judgment of those men who institute or pretend to institute wide schemes of business and industry on altruistic principles. We like rather the man who says, "I will show you how to save much money, if you will allow me a reasonable interest on the saving."

WILL MELT IRON.

Results of Lignite as Furnace Fuel in Texas.

The Dickson Car Wheel Co., of Houston, Texas, recently received a letter from Mr. Frank Kavanaugh, the general foundry foreman at the iron works of the State of Texas at Rusk, Texas, and in sending it to the Manufacturers' Record Mr. Dickson, the president of the company, says: "We think these statements startling if true, and we have no reason to doubt this, for we have known Mr. Kavanaugh for a good many years as a thoroughly reliable and practical man." The letter from Mr. Kavanaugh is as follows:

"Regarding the test made with lignite here, I think it was very satisfactory, taking into account the condition of the furnace, which was very bad. The lignite was used for twenty-four hours straight just preceding the blowing out of the furnace, and the output was five beds more than was expected. But what was most remarkable to me was that every pound of the iron was soft, and I do not think that the furnace ever made a softer iron, and usually, on the blow out, the iron runs from mottled to white. There are some men at work on the 'Star and Crescent' getting it ready to go into blast, using lignite as fuel, and I am inclined to think it will be a success. There cannot exist a doubt as to whether lignite will melt iron in a furnace, for that is settled, and, in my own opinion, all that is now lacking are the details, such as blast pressure, weight of charges, fluxing, etc. The lignite used was green and unprepared, but it carried the burden well, and we were very much surprised on the clean-out to find large pieces, which show that it does not slack and go into dust, etc., as some of the theoretical men had it. I will keep you posted."

At the 115th anniversary meeting of the Charleston Chamber of Commerce the following officers were elected: President, T. R. McGahan; first vice-president, George B. Edwards; second vice-president, John R. Read; secretary and treasurer, Henry Tupper.

WOODWORKING CENTER.

Opportunities Presented for the Industry at Johnson City, Tenn.

[Special Cor. Manufacturers' Record.]

Johnson City, Tenn., February 11. The United States Forestry Report, Vol. 9, says: "The eastern part of the State of Tennessee, occupied by the Cumberland plateau and the high ranges of the Southern Alleghany or Appalachian mountains, is covered with a heavy forest of oak and other hardwoods, mixed at high elevations with hemlock, pine and spruce, and constituting one of the finest bodies of timber now standing in the United States. It contains, besides, white and chestnut oak of fine quality, much yellow poplar, black walnut and cherry."

One of the choicest portions of this Southern timber belt is in the mountain region adjacent to Johnson City, Tenn., which place has in consequence been for some time a good lumber market, and is now fast becoming a woodworking center. White oak is found in abundance; about 3,000,000 feet are marketed at Johnson City annually. A furniture factory using this lumber at Johnson City could be made to pay handsomely. There is no furniture factory within a radius of 100 miles of Johnson City. Unlimited quantities of red, black and chestnut oak may also be found.

Yellow poplar is, next to oak, the most abundant of timbers. The supply is equal to an enormous demand, and the quality is deemed to be of the best.

Large bodies of white pine are to be found tributary to Johnson City, and box, coffin or sash and door manufacturers could find no better location.

The town has a population of 5000, is located on the Southern Railway, and the following railways diverge from this place into the mountain section, rendering accessible these timbers: Ohio River & Charleston, East Tennessee & Western North Carolina, and the Johnson City & Carolina.

The Board of Trade of Johnson City is interesting itself in location of manufactures, and has prepared a detailed descriptive circular, which will be mailed to any person on request. Manufacturers or investors desiring to purchase, control or draw from very large virgin forests of the above-described or other timbers, particularly maple, ash, cherry or birch, will be aided to that end if they will communicate with the Board of Trade. Good manufacturing sites will be donated to manufacturers who locate plants of importance.

There is located in and near the town two large blast furnaces, which turn out high-grade pig iron. Thus in juxtaposition may be found all elements that go to the manufacture of agricultural implements, school desks, etc.

S. C. WILLIAMS.

The annual assessment of real estate in Augusta, Ga., recently completed, indicates that its value has increased nearly \$600,000 since the preceding year by reason of the new buildings constructed. They include a number of additions to cotton factories in the city, also ice plants, a flour mill, a number of large warehouses, as well as residences.

During the first five months of the present season Galveston has exported 1,684,341 bales of cotton, an increase of more than 500,000 bales over the movement of the same period last season.

Enterprising business men of Pine Bluff, Ark., have organized a commercial league with Mr. Fred. Fox, president, and Mr. E. D. Russell, secretary.

RAILROAD NEWS.

[A complete record of all new railroad building in the South will be found in the Construction Department.]

Important Southwestern Line.

The Gulf & Brazos Valley Railroad, of which Mr. W. A. Squires is president, has been graded for a distance of seventy miles on the southern section and about thirty miles on the northern section. In connection with the St. Louis & San Francisco and the Texas Western Railroad, this line is to form a new system in the Southwest, reaching Eagle Pass, Texas, where it connects with the Mexican International Railroad, running through the republic of Mexico. By the Texas Western it is to reach Houston and tidewater at Galveston. The St. Louis & San Francisco forms the northern portion between Chandler, Okla., and St. Louis, while the Texas & Western Pacific forms the southeast section between Lampasas and Houston. The Gulf & Brazos Valley is to be built from Lampasas to the Red river, while the Kansas, Oklahoma & Southwestern Railroad will extend from this point to Chandler. From Lampasas the Gulf & Brazos Valley will be built to Eagle Pass, with a branch to San Antonio.

In a letter to the Manufacturers' Record President Squires describes the project as follows: "My line, when completed, will be a trunk line, and will penetrate the best portions of Texas. It passes through the mineral belt of Texas, consisting of coal and iron. It is on the edge of the agricultural belt, and also strikes the great cattle belt. I have about thirty miles of our line that will soon be ready for the steel, and on the southern portion I have over seventy miles already graded."

Mr. Squires was formerly mayor of Henrietta, Texas, and is well known in connection with railroad development in the Southwest. The headquarters of the railway company are at Peck City, Texas. L. H. Squires is general manager, and J. W. Conway, secretary.

Northern Central Report.

The annual report of the Northern Central Railroad Co. for the calendar year 1898 has been made public, and in general shows a very satisfactory condition of affairs. This is one of the most conservatively and judiciously-managed railroads in the country, and for this reason its securities are highly regarded in the investment market. According to the report, the gross earnings were \$6,664,000 and the expenses, which include operation and maintenance of way, amounted to \$4,811,000, leaving a balance of \$1,853,000 for net earnings. In addition to the net earnings, other items of revenue swell the income amount to \$2,357,000. Deducting interest, taxes and other charges, a balance to the credit of profit and loss account is left of \$2,493,000. The report of the freight department shows that an increase of 352,000 tons was carried.

The report shows that as usual special attention was given to the physical condition of the road. A number of new bridges were constructed, aggregating 1365 feet in length, while 6826 tons of new rails and nearly 214,000 ties were placed on the roadbed. The company also constructed 169 freight cars. Realizing the importance of the terminal facilities at Baltimore, the directors have decided to appropriate \$200,000 to enlarge freight warehouses, to increase the depth of water at its piers and to make other improvements. The Northern Central is one of the few railroad companies which are declaring dividends as high as 7 per

cent. annually, this amount being paid during 1898.

Work on the Choctaw & Memphis.

According to a dispatch from Little Rock, Ark., rapid progress is being made on the Choctaw & Memphis Railroad, which forms the connection of the Little Rock & Memphis and the Choctaw, Oklahoma & Gulf lines. It is stated that fully 4000 men are now at work upon the road, which is to be 164 miles long, and that tracklaying will begin about April 1. The road will include a bridge across the Arkansas river, which is now being built at a cost of \$250,000, and a belt line in the suburbs of Little Rock. Arrangements have been made to lay the track by special machinery, which it is calculated will complete from two to three miles daily.

Across North Carolina.

The North & South Carolina Railroad, recently incorporated in North Carolina, it is announced, is to extend from a connection of the Atlantic & Danville system at Virgilina, Va., to Columbia, S. C., traversing the copper-mining belt of North Carolina, also several of the counties which are cotton-manufacturing centers. The road will be about 170 miles long, and it is understood that an English syndicate has become interested in it. The Atlantic & Danville is owned by an English company. Among the local parties who have taken up the enterprise are Hon. James A. Lockhart, of Wadesboro, N. C., and John L. Cunningham.

Atlantic Coast Line at Augusta.

A recent purchase of real estate at Augusta, Ga., it is understood, is for terminals for the Atlantic Coast Line. The purchase was made by Joseph Lamar, who is the attorney for the Atlantic Coast Line at Augusta, and consists of five city blocks. The price paid was \$30,000. The Coast Line is now building a branch from Denmark, S. C., to Robbins in the same State, which will give it connection with the Port Royal & Augusta division of its own system. The Port Royal & Augusta has one of its terminal points at Augusta, and the Atlantic Coast Line will thus be enabled to make this city one of its principal objective points.

Electric Lines in Fort Worth.

The Glenwood & Polytechnic College Street Railway Co., of Fort Worth, Texas, is now completing a belt line in the suburbs, which will be nine miles long. It will be operated by electricity. J. T. Voss, president of the company, writes the Manufacturers' Record that the company has secured the Arlington Heights Railway, and that it will be merged with the Glenwood line, the whole forming one system. The company is now making a number of improvements in its power-house, and has installed a new engine.

Chesapeake & Ohio Terminals.

A Richmond dispatch is to the effect that the work on the terminals of the Chesapeake & Ohio Railroad Co. in that city will begin as soon as the company secures a renewal of its franchise from the city council. Its terminals have already been described in the Manufacturers' Record, and include an elaborate system of elevated tracks, also passenger and freight depots and extensive yards. The estimated cost is over \$2,000,000.

Rapid Work on the B. & O.

The Baltimore & Ohio claims that it was the first to have through train service in operation between Pittsburg and

Western cities to Baltimore, Philadelphia and New York after the recent storm. No efforts were spared to clear the tracks and resume service, and it is understood that over \$250,000 was spent in removing the snow from the various sections.

Railroad Notes.

The Richmond Cedar Works, of Richmond, Va., has purchased what is known as the Dismal Swamp Railroad, which reaches timber tracts in the Dismal Swamp, near Norfolk.

At the annual meeting of the Louisville Railway Co., of Louisville, Ky., the gross earnings were reported as \$1,297,000. During the year the power-house has been enlarged, while another division of the road has been changed to the electric system.

J. W. Fry has been appointed general manager of the Atlantic & Yadkin division of the Atlantic Coast Line, with offices at Wilmington, N. C. E. Borden has been appointed superintendent of transportation, and J. C. Murchison, trainmaster.

A recent shipment was made over the Baltimore & Ohio Railroad which consisted of fourteen cars of silk, valued at \$650,000. It was sent to this country from Japan and came by the way of the Great Northern, with which the Baltimore & Ohio has formed an alliance.

A dispatch from St. Augustine, Fla., is to the effect that the Florida East Coast Railway Co. has determined to establish a fruit farm on its line between Palm Beach and Miami. The farm will comprise about 100 acres, and oranges, grape fruit and melons will be cultivated. It is in charge of J. E. Ingraham, land commissioner of the company, whose office is at St. Augustine.

The syndicate which recently purchased the South Atlantic & Ohio Railroad, the Bristol, Elizabethton & North Carolina Railroad and the iron and coal property in connection with them, has reorganized the railroads under the title of the Virginia & Southwestern Railway Co. Geo. L. Carter is president; B. L. Dulany and M. D. Chapman, vice-presidents. The company's headquarters are at Bristol, Tenn.

The Texas & Pacific Railroad Co. has finally awarded contracts for the new depot at Fort Worth, Texas, which will be one of the finest in the South. It will cost \$150,000 and will be 150 feet in length. It will be constructed of pressed brick, granite and marble, and will contain offices for representatives of the company at Fort Worth, in addition to the usual waiting-rooms. It is expected to complete the building by August next.

The demand for freight cars by railroads throughout the country is very extensive at present, as is evidenced by a number of large orders recently given. The Southern car companies are securing their share of the work, and it is understood that the plants at Anniston, Ala., Savannah, Ga., and other points are extremely busy. These plants are making rolling stock not only for Southern, but Northern railroads, which indicates the wide demand for their output.

The annual report of the Consolidated Coal Co., of Maryland, which operates extensive mines of the George's Creek and Cumberland district, shows that the total output for the year was 1,435,411 tons, an increase of 169,572 tons over the preceding year. The net earnings amounted to \$566,713. During the year dividends amounting to \$205,000 were declared, leaving a surplus of \$253,000. Mr. Charles K. Lord was re-elected president of the company.

COMMERCE.

This department is devoted to a record of the rapidly developing commerce of Southern ports.

A Proposed Shipyard.

Plans have been matured to form a company with \$3,000,000 capital stock to construct a shipyard. A number of Baltimore capitalists, including Henry Walters, president of the Atlantic Coast Line; R. C. Hoffman, one of the directors of the Seaboard Air Line; Michael Jenkins, president of the Merchants & Miners' Transportation Co., and Henry A. Parr, president of the Baltimore & Northern Railroad Co., are interested. At the head of the company will be Mr. Henry G. Morse, who is one of the most noted experts in marine construction in this country. Mr. Morse has been interested in the Harland & Hollingsworth Company at Delaware, and has been prominently interested in the Edgemoor Bridge Works at Wilmington. The suggestion was first made that the shipyard would be located at a point on the Delaware river and a site was selected. There is a possibility, however, that if half the capital stock is taken in Baltimore the plant will be located in that city or one of its suburbs. It is intended to be large enough to build vessels of 10,000 to 12,000 tons, and is to be equipped with the latest and best machinery with the idea of placing it in a position to compete with any similar plant in the world.

New Orleans' Exports.

In a recent interview relative to the outlook for grain exports from New Orleans, Traffic Manager Hudson, of the Illinois Central system, said: "The grain business we have been handling all season, summer and winter. We have proven to the world that export grain can be handled from New Orleans all the year round, and handled with every safety. This is a big point gained for the Illinois Central, and for the port. Now we want to prove to the world that packing-house products can be just as safely handled through this port. It will be the same fight, for the impression exists that this climate is too hot to handle meat products. But it is not. All that is needed is dispatch. There must be no delay, either in this port waiting for an ocean sailing, or in the railroad transportation. Of course, if a cargo of meat products had to lie over here several days there would be danger. This must not be done. As soon as a cargo reaches this port it must be placed at once upon the ship, and placed where it is not affected by the weather. This will all come about. Packing-house products will naturally come to this port, just as grain has come, and we want to have the chance of bringing that business here."

More Cuban Projects.

The presence of the representatives of the Chesapeake & Ohio Railroad Co. in Cuba has given rise to the report that this company may establish a steamship line between Newport News and the principal West Indian cities.

Arrangements are being made to establish a regular service between Baltimore, Philadelphia and several Cuban seaports. The representatives of the Earn Line are agitating the matter, and it is intended to have the vessels stop at Havana, Santiago, Cardenas and Sagua. Outward cargo will be secured in the way of steel and steel rails, also provisions and miscellaneous goods, while the vessels are sure of obtaining import cargoes from the iron-ore mines of Eastern Cuba. The ore is now being sent in large quantities to Sparrow's Point, near Baltimore.

Paris Exposition Travel.

The possibility of establishing steamship lines from Gulf ports to secure Paris Exposition travel is being discussed by representatives of various companies. Agents of the Holland-American Line, also the White Star Line, were recently in New Orleans and, it is understood, considered the advantage of this port for such a service. It is calculated that a large number of people from the West and Southwest will visit Paris during the exposition, and a line from one or more of the Gulf ports, it is believed, will be a profitable venture.

Jottings at the Ports.

Export business from Port Chalmette, near New Orleans, is very large. For some time past there has been an average of six vessels loading at one time at its wharves with cotton and miscellaneous freight.

The Brunswick & Hawkinsville Transportation Co. has elected the following officers: E. H. Mason, president, and J. J. Conoley, secretary and treasurer. This company operates a steamboat line between Macon and Brunswick, Ga.

A dispatch from Brunswick, Ga., is to the effect that the Plant Railway & Steamship Co. has secured control of the wharf property, also buildings, of the Brunswick Milling Co. This purchase gives the Plant system an extensive addition to its terminals on Brunswick harbor.

Upon the report of the engineers in charge of the harbor improvements at Baltimore the committee on rivers and harbors of Congress has made a report favoring the deepening of the harbor to thirty feet and authorizing the Secretary of War to make contracts to the extent of \$1,000,000 to complete this work.

A Mobile dispatch is to the effect that the Snyder Steamship Co. has transferred its Cuban business to the Mobile Steamship Co., and in future the latter will have charge of this traffic. W. C. Taylor is president, and George S. Taylor, general freight and passenger agent of the Mobile Company, which is a local enterprise.

Rapid progress is being made with the terminals being constructed by the Chesapeake & Ohio at Norfolk, Va. As already stated in the Manufacturers' Record, they include a new passenger depot, which will also be used by the New York, Philadelphia & Norfolk Railroad, and additional piers. The yards to be built in connection with the terminals will comprise about two and one-half miles of sidings.

A New Coke Oven.

At the State coal mines at Brushy Mountain, Tenn., experiments are being made with the process invented by J. W. Keneval, of Chicago, for the purpose of securing the by-products of the coke which is made at these mines. Mr. Keneval has an oven by which the coke can be manufactured and the tar, gas and other products saved. It is also claimed that by his process fully 30 per cent. more coke can be obtained from the coal than by any other oven used. The State authorities are watching the experiments with the view of installing a number of the ovens if the process is successful.

The largest single blowing engine in the South has been installed in the plant of the Sheffield Coal, Iron & Steel Co. at Sheffield, Ala. The flywheel of this engine is twenty feet in diameter, while the steam cylinder is fifty-two inches and the air cylinder ninety-six inches in diameter. The engine was made by the Weimer Machine Works, of Lebanon, Pa.

TEXTILES.

[A complete record of new textile enterprises in the South will be found in the Construction Department.]

Correspondence relating to textile matters, especially to the cotton-mill interests of the South, and items of news about new mills or enlargements, special contracts for goods, market conditions, etc., are invited by the Manufacturers' Record. We shall be glad to have such matter at all times, and also to have any general discussion relating to cotton matters.

Exempting a Carpet Mill.

[Special Cor. Manufacturers' Record.]
Gaffney, S. C., February 17.

Gaffney has taken a step forward in the onward march of progress that is destined to make her one of the leading manufacturing cities in the South. The question of exempting the Gaffney Carpet Mill from municipal taxation for five years was submitted to the voters of this enterprising little city today, and was decided in favor of exemption by vote of 273 to 20. This is a handsome and generous thing that the town has done, and the more because the carpet mill was already established. This would have paid its taxes without a word of protest. As an expression of the appreciation our people have for the carpet mill, and as a manifestation of the liberal and enterprising spirit of the town, this act will be encouraging to owners of the mill and gratifying to every man here who has the true interests of the town at heart, and who lives for others than himself. The people of Gaffney have honored themselves on paying this compliment to the carpet mill, and have advertised abroad the generous policy to the country at large.

E. H. DECAMP.

To Make Cotton Flannels.

[Special Cor. Manufacturers' Record.]
Greensboro, N. C., February 18.

The most important development of the week at this point has been the closing of contracts, securing to Greensboro the enterprise referred to in my last letter, which is a mill for manufacturing cotton flannels. The company is headed by Messrs. E. & H. Sternberger, of Clio, S. C.; Cone Export & Commission Co., of Greensboro, and interests also held by Northern capitalists. This company has a capitalization of \$1,000,000, of which \$300,000 has been paid in, and the plant will be promptly installed, which is claimed will be the largest cotton mill in the South, with one exception.

Cotton flannel is now exclusively manufactured in the North, and this development is but another evidence of facilities offered by this section in the manufacture of cotton fabrics. G. T. KEARSLEY.

To Locate at Huntsville, Ala.

The bill granting a charter to the branch company of the Merrimack Manufacturing Co., of Lowell, Mass., has been passed by both houses of the Alabama legislature and signed by the governor. The company intends to establish a 25,000-spindle and 700-loom factory, with bleaching and dyeing equipment, as stated recently in this department, and work upon the enterprise is expected to commence in the near future.

It is announced that the mill will be located at or near Huntsville, in Madison county. The stock of the branch company will be placed at \$250,000, and the capital has been subscribed by Massachusetts investors.

The Cotton Movement.

The report of Col. Henry G. Hester, secretary of the New Orleans Cotton Exchange, for February 17 shows that the amount of cotton brought into sight dur-

ing the 170 days of this season, 9,149,484 bales, is 19,349 bales less than the amount brought into sight during the same period last season. The exports were 5,634,219 bales, an increase of 485,227 bales. The takings by Northern spinners again fell behind, the total being 1,718,182 bales, a decrease of 4140. The takings by Southern spinners were 712,935 bales, an increase of 11,581 bales.

An \$80,000 Mill.

The Highland Park Manufacturing Co., of Charlotte, N. C., will expend about \$80,000 on the new factory which it has been reported as to build at Rock Hill, S. C. Probably an equipment of 6500 spindles will be installed. This plant is intended to supply yarns to the Standard Mill, an established factory at Rock Hill, which the Charlotte company purchased recently. It is reported that contract for the machinery has been placed.

A \$100,000 Mill at Concord, N. C.

The stockholders of the Cannon Manufacturing Co., of Concord, N. C., held their semi-annual meeting last week to receive reports on the past six months' business. A semi-annual dividend of 5 per cent. was declared. The erection of another mill was discussed and the directors were authorized to build it, expending probably about \$100,000.

Textile Notes.

Mr. E. N. Clemence, of Columbus, Ga., contemplates the establishment of a knitting mill.

Mr. F. T. Hough is interested in a movement for the erection of a cotton mill at Rusk, Texas.

It is said that the Arkwright Mills, of Spartanburg, S. C., contemplates extensive repairs and additions.

The Augusta (Ga.) Factory has placed orders for additional new lappers, revolving flat-top cards, rolls, etc.

Mr. James W. Ozment, of Palestine, Texas, has in contemplation the formation of a cotton-mill company.

Mr. John P. Weakley, Jr., mayor of Florence, Ala., has been negotiating with an Ohio firm relative to the removal of an Ohio cotton factory to Florence.

The Moore Cotton Mills, of Lilledoun, N. C., intends to put in fifty additional 36-inch looms, and is now in the market for estimates on that machinery.

The Littman Manufacturing Co., of Salisbury, N. C., has put in additional machinery and has resumed night operations. Cordage is the product of this factory.

Mr. D. M. D. McLeod, of Bennettsville, S. C., contemplates establishing a knitting mill. Information regarding the cost of machines, facts about manufacturing knit goods and other particulars are requested.

Mr. W. B. Harker, of Maxton, N. C., is among the incorporators of the Maxton Yarn & Weaving Co., recently mentioned as incorporated. Arrangements will be made for the erection of a factory soon.

Messrs. O. P. Heath and Eli Springs, of Charlotte, N. C., have purchased the Chester (S. C.) Gingham Mills at \$48,000. It is possible that the new owners will erect a spinning mill to supply the gingham mill with yarns.

The Suffolk (Va.) Knitting Mill was totally destroyed by fire last week. The loss is estimated at \$40,000, with less than half of that insurance. Messrs. A. H. & W. E. Cobb, owners of the plant, have announced their intention to rebuild at once.

The Clover (S. C.) Cotton Manufactur-

ing Co. has awarded contract to L. W. Cooper & Co., of Gaffney, S. C., for the erection of building for its new mill. The new structure is to have a capacity of 10,000 spindles, although only 5000 will be installed at the start.

The Whitney Manufacturing Co., of Whitney, S. C., has increased its capital stock from \$290,000 to \$350,000, and will expend about the amount of increase in improvements and the addition of 2000 spindles. Contract for the machinery is said to have been awarded.

The project for a cotton mill at Bennettsville, S. C., has resulted in the formation of the Bennettsville Cotton Mills, with the following directors: Messrs. D. D. McCall, C. S. McCall, H. L. McCall, C. M. Weatherly, H. W. Carroll, P. L. Breeden, T. W. Boushier and T. B. Gibson.

It is stated that the Cedartown Cotton Manufacturing Co., of Cedartown, Ga., will add 9000 spindles to its mill. This additional machinery will give the plant a total of 20,000 spindles, and a new building will be erected to accommodate same.

Mr. A. B. Jordan, Dillon, S. C., wants estimates on from eight to fifteen knitting machines, with full particulars regarding their operation, probable profit on manufacture of goods and other information. Mr. Jordan will very probably erect a mill as soon as arrangements can be completed.

The Cedartown Company, of Cedartown, Ga., has projected another cotton factory, and definite announcements regarding the new enterprise may be expected soon. The proposed plant as contemplated will be one of 10,000 spindles for manufacturing hosiery yarns and costing probably \$250,000.

Messrs. Rudasill Bros., who lately completed their 2000-spindle mill on Indian creek, near Lincolnton, N. C., have organized the Indian Creek Manufacturing Co. to operate the plant. Mr. W. A. Rudasill is president; M. S. Rudasill, vice-president; S. A. Mauney, secretary-treasurer, and J. J. Neisler, superintendent.

The movement for a cotton mill at Arcadia, La., is being promoted by Geo. W. Robertson. It is proposed to organize a stock company, with a capital stock of \$50,000 or \$75,000. Mr. Robertson is now soliciting correspondence from manufacturers of machinery for cotton mills with a view of obtaining full information, estimates on machinery, etc.

The erection of a cotton mill to cost from \$25,000 to \$30,000 is contemplated by an Elberton (Ga.) party. The class of goods to be produced has not been decided upon, and information is now solicited. Manufacturers of machinery are requested to correspond, giving estimates on equipment and other particulars. Address "Proposed Cotton Mill," care of Manufacturers' Record.

The Sherman Cotton Mills, of Sherman, Texas, has been incorporated, with capital stock of \$100,000, for the purpose of manufacturing textile fabrics. The incorporators are Messrs. W. C. Howard, H. W. Fairbanks, J. T. Howard, of Dallas; W. C. Eubanks and C. A. Andrews, of Sherman, Texas. The company purchased, as was reported last week, and intends to put in operation the Sherman seamless bag factory. Machinery for production of duck, etc., will also be installed. It is stated that the mill has 2500 spindles in place now and has capacity for 10,000 spindles, and that the equipment is to be increased to the full capacity in the near future. New engines, boilers, etc., will be erected. Mr. W. C. Howard is to manage the company, and Mr. Fairbanks will be superintendent of the mill.

COTTONSEED OIL.

This department is open for the full and free discussion of trade topics and practical questions, and contributions are invited from men who are identified with this industry. Items of news are always acceptable.

The Market for Cottonseed Products.

New York, N. Y., February 21.

The market is firmly held, but dull. Producers are sticklers for outside quotations, while in some instances higher prices are quoted. Seed has advanced to \$12.50 for first grade in Texas and \$13.50 Atlantic coast mills, with higher prices quoted for oil generally, especially prime crude, which ranges up to 21 cents at the mills. With regard to prime yellow, the chief producers are in the market to buy all the oil in sight, even at the advanced figures. This circumstance has probably given rise to the rumor that a corner on prime yellow is contemplated late on in the season. Mill operations will continue as long as good seed can be purchased. The transportation blockade, owing to the rough weather during the past week, has had something to do with reducing volume of receipts, although the latter has been unimportant for the past three or four weeks. The lard market is still in a position which may be construed as being helpful to cotton oil, notwithstanding the fluctuations of the week. July delivery, Chicago, is quoted at 5.42½ cents, the heavy run of hogs being largely responsible for the drop. Tallow is steady at 4½ cents, stocks being light East and West. The demand for oil in Europe is becoming more urgent, and the markets there are advancing to a point which will soon permit of increased imports. As reported in our last, Western soap men continue purchasing low-grade oils at Atlantic and Mississippi points. Chicago consumers, packers, soap and butterine factories are said to be steady consumers of cotton oil, with stocks ahead. A strong movement of prime crude from Texas to Western compounders is reported. The quantity of seed damaged by the storms of last week will doubtless have the effect of still further strengthening the market, inasmuch as a lesser quantity of prime oil will be extracted than was anticipated. A Produce Exchange member is quoted as follows with regard to the dullness of trade: "The action of crushers in refusing to confirm sales made recently on samples sent, which were far better than the oil shipped, or to sign contracts with reclamation clause, make both brokers and refiners here hold off. This has not been universal, yet many such cases have occurred on the late advancing market, which is hurting the trade and keeping refiners out of market." The following are closing prices: Crude, 21 cents; crude, loose f. o. b. mills, 19 to 21 cents; crude, loose f. o. b. mills, 15 to 17 cents; summer yellow, prime, 25 to 26 cents; summer, choice, 27 to 28 cents; summer, off grades, 24 to 24½ cents; yellow, butter grades, 30 to 35 cents; white, 31 to 32 cents; winter yellow, 31 to 32 cents, and salad oil, 33 to 34 cents. English refined oil is strong at 15s. 6d., an advance being expected.

Cake and Meal.—The market rules here at \$22.10 per ton. Light supplies only are available abroad, with the result that prices are hardening. Prime cake in the United Kingdom is scarce. Egyptian seed has again advanced in England, or to £5 13s. 9d. per ton Hull.

Cottonseed-Oil Notes.

The Texarkana Oil & Delinting Co., of Texarkana, Texas, contemplates removing its plant to Sherman.

Ground will be broken for the new cottonseed-oil mill at Fort Worth, Texas,

about the 25th inst. It is expected to have the mill, which will be of eighty tons capacity, ready for the coming season's crop.

The cottonseed market at Corsicana, Texas, continues active, with plenty of seed on the market and numerous buyers. The farmers are now receiving \$10.50 per ton, while at the beginning of the season seed was only worth \$5.

The oil-mill plant at Hillsboro, Texas, is to be increased from a capacity of 125 tons daily to 250 tons. The necessary sheds and conveyances, and also warehouses for storing seed, will be erected about the 1st of April, when the season closes.

It is stated that Dr. Monroe, of the medical college at Davidson, N. C., and merchants of that place have applied for a charter to build a \$25,000 cottonseed-oil mill. Considerable stock has been subscribed and the full amount is assured. The mill will have a capacity of thirty tons per day.

The market for cottonseed oil and other products is fairly active and firm throughout the State of Texas. Seed in some sections has gone up to \$10.50 per ton. Prices as reported by the Houston Post for cottonseed products range as follows: Prime crude oil, 19 to 19½ cents; prime refined summer yellow, 22½ to 23 cents; cottonseed meal, \$13.50 to \$15; linters—A, 2 to 2¼ cents, and cottonseed cake, \$13 to \$15, all f. o. b. at mill at interior points and based on freight rates.

The market for cottonseed products in New Orleans is generally firm, with fair receipts from the valley and from Texas points. Cottonseed oil is in good demand, both for home and export. Cake and meal are steady, with a good foreign demand. Receivers' prices are as follows: Cottonseed, \$5 per ton (2000 pounds) on the river bank from New Orleans to Memphis; cottonseed meal jobbing at depot, \$17.50 per short ton and \$19 to \$19.25 per long ton for export f. o. b.; cottonseed oil, 16 to 17 cents per gallon for strictly prime crude; in bulk, 15 to 16 cents, and 21 to 23 cents for refined oil at wholesale or for shipment.

John W. Alexander, the portrait painter, whose best work is illustrated in the March Scribner's, is the son-in-law of James W. Alexander, the vice-president of the Equitable, whose portrait is one of the artist's best achievements. Two of Mr. Alexander's pictures have been purchased by the French government and are in the Luxembourg; another has recently been bought by Vienna; still another is owned in St. Petersburg.

The ship Scandinavian commenced taking on a cargo of phosphate rock at Port Tampa for a European port on the 15th inst., and the Norwegian bark Chackna finished loading on the 16th inst. with 850 tons of phosphate rock for London from the mines of P. B. & R. S. Bradley. The German ship Columbia was loading on the 16th at Port Tampa with a full cargo of phosphate rock for Yokohama, Japan.

The erection of a knitting mill or a cotton factory is contemplated at Millen, Ga. One or the other industry is about assured, and the promoters expect to organize their company in a week or two. Mr. Hogan Jones is interested in the project, and states that if a cotton factory is built there will be from \$40,000 to \$50,000 invested, while if a knitting mill is decided upon about \$25,000 will be expended.

Experiments are being made by J. W. Keneval, of Chicago, at the State mines of Tennessee in desulphurizing coke.

PHOSPHATES.

Phosphate Markets.

Office Manufacturers' Record, Baltimore, Md., February 23.

The late very inclement weather has retarded operations throughout the country in phosphate rock, as well as other fertilizer ingredients. The business, however, under the more favorable weather prevailing for the past several days, will have a tendency to revive trade in this line. The demand for Tennessee and Florida rock is good, and brokers report some selling from these sources. Manufacturers of fertilizers are not purchasing largely, confining their operations to small lots. From points of production the spring movement in phosphate rock promises to be of considerable volume, and the various weekly charters reported indicate that shipments will be active from South Carolina and Florida ports. The movement of Tennessee phosphates from Pensacola to Europe is also of better volume, and several vessels are chartered to take part cargoes in late February and early March. Prices of rock at all points may be written firmer, with the demand more decided. The following charters were reported in New York last week: A British steamer from Tampa to Stettin with phosphate rock at 19/1½, March; British steamer Moorby, 1673 tons, from Tampa to Helsingborg or Landskrona with phosphate rock at 19/6, March; British steamer Armenia, 1515 tons, from Fernandina to Gothenburg and (or) Gd-viken with phosphate rock at 19/, one port, 20/ if two, March; a British steamer from Charlotte Harbor to the Adriatic with phosphate rock at 20/, February, and a British steamer from Charlotte Harbor to Harburg with phosphate rock at 18/, free lighterage, March 19 to April 10.

Fertilizer Ingredients.

The late storm has affected business all over the country, and trade is dull in consequence. The market in the West is slightly higher, although Eastern prices are somewhat lower, owing to reduction in rate of freight. There seems to be very little hope of much Southern trade, and the Louisiana trade is especially dull at the moment.

The following table represents the prices current at this date:

Sulphate of ammonia (gas)	\$2 72½ @	2 75
Nitrate of soda	1 65 @	1 70
Blood	1 80 @	1 82½
Hoof meal	1 65 @	1 67½
Azotine (beef)	1 85 @	—
Azotine (pork)	1 85 @	—
Tankage (concentrated)	1 60 @	1 62½
Tankage (6 and 20)	1 70 @	1 70
Tankage (7 and 30)	17 00 @	17 50
Fish (dry)	20 00 @	—
Fish (acid)	12 00 @	—

Phosphate and Fertilizer Notes.

The Danish steamer Brattingsburg cleared from Savannah for Bremen and Hamburg with 1220 tons of phosphate rock.

The Norwegian steamer Bergenhaus arrived at Port Tampa on the 16th from West Hartlepool for a cargo of 4800 tons of phosphate rock. This is a new steamer and she will take out perhaps the largest cargo of rock that has ever left the port.

The Norwegian steamship Dunnet cleared from Fernandina last week for Rotterdam with a cargo of 2000 tons of phosphate rock for H. A. Ford. The steamer S. Karpss Heyman arrived last week and will load with phosphate rock for European ports.

The steamer S. T. Morgan cleared from Charleston, S. C., last week with 2000 tons of phosphate rock for Norfolk and Richmond. The total shipments of rock from Charleston from September 1, 1898, to February 17 amounted to 54,073 tons against 45,037 tons last year.

LUMBER.

[A complete record of new mills and building operations in the South will be found in the Construction Department.]

LUMBER MARKET REVIEWS.**Baltimore.**

Office Manufacturers' Record,
Baltimore, Md., February 23.

Under more favorable weather conditions business in the various departments of the local lumber market has shown up much better, and a fair volume of trade is reported in several channels. Receipts of lumber are better, and in yellow pine stocks have been somewhat increased under recent arrivals. The demand for air-dried North Carolina pine has been fair, and planing-mill men and others are buying to supply immediate wants, and in some cases yardmen have been stocking up more freely. In kiln-dried pine the demand is quite pronounced, while stocks are generally light, and in certain grades there is a scarcity. The demand for white pine is good, and values generally steady, with stocks about equal to the demand. The hardwood trade shows a fairly active business in most lines, there being a good demand from manufacturers of furniture and other woodworking concerns. Stocks of oak, poplar and ash are reported light in all milling sections, and the inclement weather has restricted operations, delaying arrivals and retarding mill operations. Foreign exporters report the hardwood business very much improved, and the demand, especially from Continental ports, as active, with prices at all European ports very steady, and for certain woods values are higher.

Norfolk.

[From our own Correspondent.]
Norfolk, Va., February 20.

The weather is once more settled; in fact, enough to give operators in the lumber trade an opportunity to resume work after the terrible storm of last week. While business has been affected by the severe weather prevailing, the market for lumber and all other wood products is decidedly firm, with prices advancing. The demand is liberal, and orders are coming to hand freely, while there is a good inquiry from the usual domestic sources. Stocks are still somewhat badly assorted, and in certain cases it is difficult to fill orders promptly. Stocks of 4-4 and 5-4 are light, and in certain export grades there is a scarcity. With logging operations in good shape the mills in all sections will soon keep up with the demand, as they are now generally running at their full capacity. The foreign inquiry for lumber is improving, and a number of orders came to hand last week, while with the numerous inquiries from across the water a large amount of actual business will be developed during March. Freight rates on lumber are steady at \$2.35 to \$2.60 to New York and Sound ports, and \$3 to \$3.40 to Boston.

Mobile.

[From our own Correspondent.]
Mobile, Ala., February 20.

The market last week in this city for lumber and timber ruled rather quiet, with values generally firm and the demand fairly active from the usual sources. The timber market is generally very steady, and the volume of business light at the moment. Advices from European ports are very favorable for a good spring and summer trade. Freight here are still high, and the offering of tonnage moderate, 115/Pensacola to Continent, and Intehence to Genoa for sawn timber at 95/. The demand for sawn timber is steady, and when placed upon the market will bring 11 to 11 1/4 cents per cubic foot, 40-

foot basis. Contracts are made at 11 cents per cubic foot. Cypress logs are in good demand at 7 to 10 cents per cubic foot, according to the average. The inquiry for hewn timber is good, and values firm at 12 to 13 cents, basis of 100 cubic feet, average B1 good. Contracts are made at 12 to 12 1/2 cents. Hewn poplar is in fair demand at 12 cents per cubic foot. The lumber market shows considerable activity, and mills at all adjacent points are generally well supplied with orders and running on full time. Prices are considerably firmer, while stocks are generally light. The demand is good from all Central and South American ports, and from the United Kingdom and Continent. During the past week the shipments were as follows: Bark Atlantic with 6580 cubic feet of hewn timber and 655,760 feet of lumber; schooner Jeffrey for Port of Spain with 250,666 feet of lumber; bark Eliel for Wolgast, Germany, with 458,930 feet, and steamer Headlands for Manchester, England, with 101,472 feet. The action of the stockholders' meeting of the Mobile & Ohio Railroad on the 15th inst., making the appropriation for the continuation of the Duncan branch belt line to Portersville at the mouth of Mobile bay, has definitely settled the matter, and this city will soon have a road to deep water. The depth of water found there is forty feet a few feet from the shore, and it is contemplated that the largest ships can load with ease. Lumbermen here expect to receive great benefits from this deep-water port, as considerable business in lumber and timber will likely be done there.

Beaumont.

[From our own Correspondent.]
Beaumont, Texas, February 20.

The blizzard of last week had the effect of seriously disturbing trade in the numerous channels of the lumber industry, both locally and in all milling sections of this portion of the State. In fact, the inclement weather has been general in this section so far this month, but withal a considerable volume of business has materialized. The demand from dealers in this State is generally light, and from northwestern sections orders are coming in slowly. Saw bills are coming in freely, and there is a good inquiry for export, some good cargoes having been closed during the past fortnight, while bids are out for additional business in that line. With fair weather for handling lumber it is stated that plenty of business will follow, while prices for all desirable material continue firm, with an advancing tendency. In special cases values have scored an advance, which has been met by buyers without complaint. Exporters are much more encouraged by the general outlook for business, and the offering of desirable tonnage is better, while rates are a shade easier. At Sabine Pass the blizzard of last week was very severe, even more so than in this city. The work on the Sabine Pass terminals is progressing, and about the first of May they will be in such a condition that the Southern Pacific can handle the heaviest kind of traffic. When all improvements are completed these tidewater terminals will be fully equal, if not superior, to any port in the South. The stockholders of the Industrial Lumber Co. held their annual meeting here last week. The directors elected the following officers for the ensuing year: Sam Park, president; Newton R. Wilson, vice-president and treasurer; George Adams, second vice-president; J. M. Park, secretary, and Dennis Call, auditor. Messrs. Newton R. Wilson, of Monterey, Mexico, and Edwin Wilson, of London, England, stockholders of the Industrial Lumber Co., at-

tended the meeting, and afterwards took a special on the Gulf, Beaumont & Kansas City Railroad to visit the saw mills operated by the company and pine forests from which timber supplies are derived. Among the charters last week are several vessels by the J. F. Keith Co. to carry lumber cargoes to Mexico and South American ports. It is stated that R. A. McReynolds & Co., of Sabine Pass, and George M. Huggins, of Orange, have purchased the stock of the Sabine Export Co., owned by the Orange Mills. At a meeting last week in Orange the following officers were elected: R. A. McReynolds, president; F. A. Roland, vice-president; George H. Huggins, secretary and treasurer. The Houston Post has the following in regard to the operations of the company: "Mr. Huggins will continue as manager and general agent of the company, and the mills at Orange will furnish the material needed, as heretofore. The Export Company begins the new year with very flattering prospects, having on its books now orders aggregating 7,000,000 feet of material. Vessels are beginning to offer more freely and charters will doubtless be more easily effected henceforth than has been possible for some time. With Mr. Huggins here to superintend the dispatch of barges and McReynolds & Co. at Sabine Pass to load the ships, vessels will have the quickest possible dispatch and the company will be enabled to handle a maximum amount of material. They now have several charters confirmed, among them being a steamship for twelve months, and anticipate a good business."

Lumber Notes.

The H. C. McDaniel Lumber Co., located at Wesson, Ark., near Junction City, is putting in electric lights at its plant. It expects to have it in operation soon.

The schooner J. D. Moulton and the schooner Sedgwick arrived at Fernandina last week from Jamaica, and will load with full cargoes of lumber from Craig & Co.

The receipts of lumber at the port of New Orleans from August 31, 1898, to February 15, 1899, amounted to 46,331,700 feet, against 39,722,200 feet for 1897-98.

Work was commenced last week at Wheeling, W. Va., on the erection of the Acme Box Co.'s new plant to replace that burned last fall. The factory will be one story high, 65x90 feet in dimension.

The Southern Pine Co. was incorporated last week at Meridian, Miss., with a capital stock of \$25,000. The incorporators are G. W. Myer, George Cross, G. D. Everett, H. G. Myer and H. V. Wall, of Meridian.

Boston capitalists have undertaken the formation of a large lumber company to consolidate all of the lumber mills on the Machias river, Maine, and to purchase several townships which embrace valuable timber lands.

S. L. Varndoe, E. P. S. Denmark, D. C. Ashley, E. W. Lane and others, of Valdosta, Ga., have incorporated the Georgia & Florida Land Co. for the operation of saw mills, planing mills, etc., with a capital stock of \$25,000.

A government schedule that calls for 8,000,000 feet of lumber for use in the barracks on the south side of Cuba was received at Orange, Texas, on the 9th inst. Manufacturers will bid for the whole or a portion of the required amount.

The Biscayne Lumber & Supply Co., of Miami, Fla., has been incorporated, with a capital stock of \$15,000, to conduct a general lumber business. The in-

corporators are William Brown, of Titusville, Fla.; Frank E. Bond, Miami, and L. C. Oliver, of De Land, Fla.

The Commercial Lumber Co., of Gilmer, Texas, is extending its railway further on towards Marshall, and is but a short distance from the end of the railway running from Marshall in the direction of Gilmer. But a short gap remains to be closed when Gilmer will have another railroad.

The North Carolina Building & Supply Co., of Troy, N. C., is now operating its saw-mill plant, which cost \$25,000, developing its full capacity, said to be most satisfactory. The officers of the company are W. J. Hicks, president; C. H. Beckwith, vice-president, and W. J. Ellington, treasurer and superintendent.

The Buva Lumber Co., of Pallox, Angelina county, Texas, was granted a charter last week, with a capital stock of \$50,000. The company will manufacture and sell lumber and other wood products. The directors of the company are J. A. Young and J. J. Carter, of Angelina county, and J. L. Lipshitz, of Smith county.

The Richmond Cedar Works, of Richmond, Va., have acquired by purchase the Dismal Swamp Railway, which intersects the territory from which they receive most of their material. The purchase price of the portion of the line in Virginia was \$19,000. The North Carolina end of the road was recently sold to the same parties for \$5000.

W. E. Sawyer, a representative of the Sawyer & Austin Lumber Co., of La Crosse, Wis., appeared before the Commercial League at Pine Bluff, Ark., and proposed to remove his plant to that city if offered proper inducements. This company proposes to purchase large tracts of timber land and build a railroad from Sheridan to Malvern. The mills of the company have a pay-roll of \$200,000 per year.

A charter was issued last week to the Panther Lumber Co., with a capital stock of \$300,000. The company will operate and lease saw mills and planing mills, and will engage largely in the manufacture of lumber. The incorporators are W. M. Ritter, R. E. Pendleton, C. W. Adams, F. S. Hamlin, of Welch, W. Va., and Walter H. Harman, of Panther, W. Va. The principal office and place of business will be at Welch, McDowell county.

A Million-Dollar Enterprise.

The proposed abattoir at Newport News, Va., it is understood, will be constructed in connection with plants for manufacturing glue and ice, while cold-storage warehouses will also be erected. The company has secured about twenty-five acres of land on the line of the Chesapeake & Ohio, and it is calculated will erect works capable of disposing of 3000 head of live stock daily. The main building will have an area of 160,000 square feet, the pork department of 18,000 square feet. About 1000 horse-power will be required. Electricity will be utilized for considerable of the work. E. S. Palmer, of Merchantville, N. J., is president of the company, which has \$1,000,000 capital stock. It is understood that directors of the Chesapeake & Ohio Railroad Co. are also interested, as well as Philadelphians, including L. S. Filbert, Jacob Ridgeway, William G. Huey, Samuel B. Huey, Charles Warthman, Charles H. Graham, C. W. Harvey and Jacob Harold. According to President Palmer's statement a contract for the erection of the necessary buildings has been let to the William Gieser Engineering Co., of New York, the contract to be completed by the 1st of August.

CONSTRUCTION DEPARTMENT.

THE MANUFACTURERS' RECORD seeks to verify every item reported in its Construction Department by a full investigation and complete correspondence with every one interested. But it is often impossible to do this before the item must be printed, or else lose its value as news. In such cases the statements are always made as "rumored" or "reported," and not as positive items of news. If our readers will note these points they will see the necessity of the discrimination, and they will avoid accepting as a certainty matters that we explicitly state are "reports" or "rumors" only. We are always glad to have our attention called to any errors that may occur.

*Means machinery, proposals or supplies are wanted, particulars of which will be found under head of "Machinery Wanted." In correspondence relating to matters reported in this paper, it will be of advantage to all concerned if it is stated that the information was gained from the Manufacturers' Record.

It often occurs that the organization of a new company in any town is not known by the postmaster, and hence letters addressed to the company are returned marked "not known." The Manufacturers' Record reports the first organization of all companies, and our readers, in seeking to get into communication with them, should be very careful in deciding how to address them, and even then they must expect the return of some letters, because of the lack of knowledge on the part of postmasters of all new companies. Criticisms and complaints are invited, as they will the better enable us to guard against errors.

ALABAMA.

Birmingham—Iron Furnace.—It is reported that the Mary Pratt furnace property has been sold for \$50,000 and that the purchasers will use the property for manufacturing purposes on a large scale. T. H. Molton is said to have negotiated the sale.

Birmingham—Ore Mines, Iron Furnaces, etc.—The Pioneer Mining & Manufacturing Co., operating ore mines and iron furnaces at several places in and around Birmingham, intends to increase the capacity of the various works, which will necessitate employing a number of additional operatives; contract has been let to erect twenty-five dwellings.

Florence—Water-power Development, Electric-light Plant, etc.—D. L. Foster, of Huntsville, Ala., is making a survey and estimating the cost of developing the power of Cypress creek and distributing it in Florence and surrounding territory. The capitalists interested are said to contemplate the erection of an electric-light plant and powerhouse, furnishing electric lights to the town and power to manufacturing plants.

Florence—Cotton Mill.—Ohio parties will remove a cotton mill to some point in Alabama, probably Florence. Address Mayor John P. Weakley, Jr.

Huntsville—Cotton Mill.—It is announced that the 25,000-spindle and 700-loom cotton mill of the Merrimack Manufacturing Co., of Lowell, Mass. (recently reported under Madison county), will be located at Huntsville. The company has obtained an Alabama charter for branch company, capital stock to be \$250,000. Work is expected to commence soon on the plant, to include bleaching and dyeing equipment; A. T. Lyman, president, Lowell, Mass.

Mobile—Basket Factory.—The Sherwood Basket Co., of Sherwood, O., writes that it may remove its factory to Mobile (as recently mentioned), having made a proposition to the Commercial Club to that effect. If the proposition is not accepted the factory will be removed to some other point in the South.

Northport—Broom Factory.—Arthur Try-

cock will probably establish a broom factory.*

Piedmont—Cotton Mill.—The Coosa Manufacturing Co. will put in an air-moistening apparatus.*

Sheffield—Water-power Development.—A bill has been passed by Congress authorizing the Muscle Shoals Power Co. to build and operate a canal at Sheffield. The financial backers are New York capitalists. It is the purpose of the promoters to construct a power canal on the Tennessee river, opposite government camp. From this canal it is proposed to generate power for furnishing electric lighting for surrounding towns and also power for manufacturers. The cost of the project is estimated at \$1,000,000. Maj. Dan C. Kingman, of Chattanooga, Tenn., can probably give address of parties interested.

ARKANSAS.

Arkansas—Bridge.—The bill authorizing the St. Louis, Siloam & Southern Railroad Co. to construct a bridge across White river, in Arkansas, has passed the House.

Dutch Mills—Flour Mill.—Whitaker Bros. will put new machinery in their flour mill.*

Magnolia—Cotton Compress.—A company has been organized for the purpose of erecting a cotton compress, and has let contract for same.

Mena—Ice and Cold-storage Plant.—The Mena Ice & Cold Storage Co., lately reported as incorporated, will erect a plant at a cost of \$20,000 and employ ten operatives. Address for further information A. Ruemmel, president, 3900 Chouteau avenue, St. Louis, Mo.

Mountain Home—Flour Mill.—W. J. Dearmore contemplates erecting a flour mill; contract not yet awarded.*

Ozark—Construction Company.—The Ozark Construction Co. has been incorporated, with a capital stock of \$50,000, by W. R. Felker, president; J. M. Bayless and J. E. Felker, directors.

Paragould—Publishing Company.—Chartered: The Gleaner Publishing Co., with a capital stock of \$1000, by J. H. Peay, J. A. McKinney, T. B. Kitchens and others for the publication of a religious paper.

Paris—Laundry.—The Paris Steam Laundry Co. will be incorporated, with a capital stock of \$4000, for the establishment of a steam laundry under management of E. B. McGehee.

Pine Bluff—Lumber Mills.—W. E. Sawyer, representing the Sawyer & Austin Lumber Co., of La Crosse, Wis., is investigating with a view of removing his plant to Pine Bluff. The company has a pay-roll of \$200,000 per year.

Redfield—Cotton Gin.—A. F. McNeill will rebuild his burned \$3000 cotton gin.*

FLORIDA.

Arcadia—Ice Factory, Laundry and Electric-light Plant.—An ice factory, steam laundry and electric-light plant will be established and estimates are wanted. Address C. C. Chollar, secretary Board of Trade.

Braidentown—Rice Mill.—J. B. Harris contemplates the erection of a rice mill.

Miami—Water-power Development, Irrigation, etc.—The East Coast Power & Irrigation Co. has been incorporated, with a capital stock of \$1,000,000, for the purpose of furnishing electric-power and also the using of water for irrigation from Cape Sable, in Monroe county, to Jacksonville; incorporators, P. H. Loud and Edwin Nelson, of Miami; William Nutting, of Georgia, and J. C. Losee, of New York.

Miami—Sugar Refinery, etc.—The East Coast Drainage & Sugar Co. has been incorporated, with a capital stock of \$2,000,000, for the purpose of draining the rich muck lands of the Everglades and turn into a sugar plantation; the company will also erect a large sugar refinery.

Miami—Lumber and Supply Company.—The Biscayne Lumber & Supply Co. has been incorporated, with a capital stock of \$15,000, to conduct a general lumber business, by William Brown, of Titusville; Frank E. Bond, DeLand, and L. C. Oliver, Miami.

Palatka—Extracting Plant.—Frank Hepburn, representing the Monk Ridge Manufacturing Co., of Montreal, Canada, has purchased site and will erect a plant in Palatka for extracting vegetable essences from native plants.

Sanford—Ice Factory.—The Sanford Ice Co. considers making improvements to its plant.

Tampa—Cigar Factory.—The Monroe Cigar Co. will increase its capital stock \$100,000, so as to increase the facilities of its factory.

Tampa—Electric-light Plant.—The Consumers' Electric Light & Street Railway Co. will expend \$50,000 on improvements to its plant, which include the construction of a new dam to secure power for new electrical machinery. Address Chester W. Chapin, receiver.

GEORGIA.

Americus—Packing-house.—Dunbar & Co., Western parties, will establish a packing-house in Americus, with capacity for handling about 600 head of hives per month, which output will be increased as the success of the business is assured.

Atlanta—Shuttle Factory.—J. C. Bryan has invented a self-threading shuttle, which he will probably manufacture.

Atlanta—Tanning and Leather Company.—The Georgia Tanning & Manufacturing Co. has been incorporated, with a capital stock of \$40,000, for the purpose of conducting a general tanning and leather business, by G. G. Leake and B. M. Woolley, of Fulton county, and P. L. Peacock, of Pulaski county.

Augusta—Cotton Mill.—The Augusta Factory will put in some new machinery, contract for which has been let.

Augusta—Cotton Factory.—The Enterprise Manufacturing Co. is putting in new machinery, contract for which has been let.

Cartersville—Electric-light Plant.—The city contemplates the erection of an electric-light plant. Address W. H. Milner, chairman, light committee.*

Cedartown—Cotton Mill.—A 10,000-spindle cotton-yarn mill, to be known as mill No. 3, will be erected at a cost of \$250,000, and will employ 350 operatives. Address for particulars the Cedartown Company, which is said to be interested.

Cedartown—Cotton Mill.—The Cedartown Cotton Manufacturing Co., operating 12,000 spindles, will enlarge its mill by an extension of 9000 spindles. Address William Parker, superintendent.

Columbus—Knitting Mill.—E. N. Clemence contemplates establishing a knitting mill.

Covington—Cotton Mill.—A report states that the Bibb Manufacturing Co. will add 10,000 spindles to its 5000-spindle mill at Porterdale, near Covington.

Dahlonega—Gold Mining.—Chas. S. Marsland, of Manchester, England, has secured about 3000 acres of gold-mining property near Dahlonega, also the water right of way for a ditch thirteen miles long, which has been surveyed by Hall Bros., of Atlanta, Ga., to carry water upon the property. It is the purpose of Mr. Marsland and his associates to complete the ditch at an early date and to erect the most improved machinery for working the mines on a large scale. Address Mr. Marsland, Hall Villa, Dahlonega, Ga.

Dawson—Oil Mill.—The Dawson Oil Co. will rebuild its oil mill recently burned, making it a 40-ton plant.

Decatur County—Mining.—The Decatur Tobacco Co. has been formed for the purpose of developing a fuller's earth deposit in Decatur county. For information address W. W. Sharpe, Waycross, Ga.

Dublin—Hames Factory.—J. M. Finn, reported last week as interested in the erection of a hames factory, has organized a \$6000 stock company for the establishment of same.

Macon—Packing-house.—A. & N. M. Block are reported as having had plans prepared for the erection of a large packing-house.

Millen—Cotton or Knitting Mill.—A movement is on foot for the erection of either a cotton factory or a knitting mill. If cotton factory is decided upon a \$50,000 plant will be established, but if a knitting mill; then about \$25,000 will be invested. Hogan Jackson can give information.

Moultrie—Lumber Mills.—Hightower & Heath, proprietors of the Empire Lumber Mills, of Brunswick, Ga., have purchased 40,000 acres of pine timber land in Colquitt county, near Moultrie, and will remove their lumber mills to this place for the development of the timber lands.

Rochelle—Artesian Well, etc.—The city will hold an election to decide the issuance

of \$6000 of bonds for the sinking of an artesian well and erection of schoolhouse. Address "The Mayor."

Valdosta—Saw Mills, Planing Mills, etc.—S. L. Varnedoe, E. P. S. Denmark, D. C. Ashley, E. W. Lane and others have incorporated the Georgia & Florida Land Co. for the operation of saw mills, planing mills, etc., and to conduct a general mercantile business; capital stock \$25,000.

Valdosta—Packing Plant.—The Valdosta Ice & Packing Co. will enlarge its plant.

Valdosta—Shops.—The Atlantic, Valdosta & Western Railway Co. will establish machine shops in Valdosta. Address E. C. Long, president and general manager, Haylow, Ga.

Valdosta—Sewerage System.—The city will probably hold an election to decide the issuance of bonds for the construction of a sewerage system. Address "The Mayor."

West Point—Ice Factory.—The West Point Investment Co. has decided to erect at once an ice factory; machinery contracted for.

KENTUCKY.

Ashland—Wire-nail Mill.—The Merchants' Wire & Nail Co. has arranged for the erection of a wire-nail mill in Ashland. Address Clement N. Biddle, president, Eleventh and Race streets, Philadelphia, Pa.

Carrollton—Saw and Planing Mills.—Adkinson Bros. will rebuild their burned lumber plant. New plant will consist of saw mill, double-circular, to carry 60-inch bottom and 30-inch top saw, with small planing mill, etc., and employ twenty-five hands.*

Carlisle—Telephone and Telegraph Company.—The East Kentucky Telephone & Telegraph Co. has been incorporated, with an authorized capital of \$1000, by Dr. G. W. Evans, Richmond; F. H. Adair, F. B. Lindsay, C. T. Donnell and H. R. Ewing. Carlisle, for the purpose of renting and operating telephone lines.

Covington—Coal Company.—The Covington Coal Co. has amended its charter, increasing its capital stock from \$25,000 to \$40,000.

Dawson Springs—Flour Mill.—W. N. Stier and Joe R. Durbin, of Shrewsbury, Ky., will erect a 50-barrel flour mill in Dawson Springs.*

Farmington—Flour Mill.—W. T. Adair will establish a 60-barrel flour mill, contract for which has been let.

Guthrie—Flour Mill.—The Guthrie Mill Co. will change its bolting system in the near future, and has not placed order for machinery.*

Henderson—Telephone Company.—The Green River Telephone & Telegraph Co. has been organized for the construction of telephone and telegraph lines.

Lexington—Electric-light, Heat and Power Plant.—The Lexington Railway Co. has been incorporated by John T. Shelby and others for the purpose of furnishing light, heat, power, gas and electricity, with a capital stock of \$800,000.

Louisville—Commission Company.—J. H. Sutcliffe & Co. have been incorporated, with a capital stock of \$20,000, to conduct a general commission business, by Ira S. Barnett, Dillon E. Mapother and H. F. Wellenbrink.

Louisville—Telephone System.—J. Holbrook, representing a Chicago telephone company, has made a proposition to the city council of Louisville toward securing a franchise for the construction of a telephone system. Address Mr. Holbrook at the Louisville Hotel.

New Hope—Telephone Company.—Chartered: The New Hope Telephone Co., with a capital stock of \$1000, by F. W. Hogan, New Hope; T. P. Hogan and E. Miles Hogan, of Louisville, to erect and operate telephone lines.

Oil City—Chemical Company.—Chartered: The Kinslow Chemical Co., with an authorized capital of \$2000, to manufacture and deal in chemicals; incorporators, John H. Compton, H. C. Berry and John W. Lourie.

Owensboro—Flour-mill Machinery Plant.—J. M. Case and A. A. McConnell, of Alverton, Ohio, recently reported as having completed arrangements for the establishment in Owensboro of a plant for the manufacture of flour-mill machinery, have incorporated the Case-McConnell-Cackin Company, with a capital stock of \$20,000, for that purpose.

Paducah—Brewery.—L. W. Johnson, president of the Paducah Brewing Co., has let

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contract for its building to F. W. Katterjohn & Co.; the approximate cost will be \$50,000 for the building, with \$35,000 additional for machinery, contract for which has not as yet been awarded. The plant will have a capacity of 60,000 barrels per year.

Paducah—Real-estate Company.—Chartered: The Wallace Heights Co., with a capital stock of \$6000, by George C. Wallace, Max N. Nahm and others, to conduct a general real-estate business.

Winchester—Brick Plant.—Chartered: The Gaffney Brick Co., with a capital stock of \$75,000; plant already established.

LOUISIANA.

Arcadia—Cotton Mill.—The Farmers and Merchants' Cotton Mill will be organized, with a capital stock of \$50,000 or \$75,000, for the erection of a cotton mill, and wants all the information necessary for the construction of a plant of that size. Address George W. Roberson.*

New Orleans—Mercantile Company.—Chartered: The William Kline Co., Limited, with a capital stock of \$10,000, by William Kline, Anthony Vizzini, Marion Douglas and others, to conduct a general mercantile business.

New Orleans—Confectionery Company.—The Southern Confectionery Co., Limited, has been incorporated with Fred H. Grunberg, president; Joseph Copes Diboll, treasurer, and John M. Howell, secretary, for the manufacture of candy, etc.; capital stock \$25,000.

New Orleans—Photo Supply Company.—Walter B. Green, George Baquie, A. M. Hill and others have incorporated the W. B. Green Photo Supply Co., Limited, with a capital stock of \$10,000, for the purpose of dealing in photographic apparatus and materials.

Shreveport—Dry Goods Company.—The Kahns Dry Goods Co., Limited, has been incorporated, with Samuel Dreyfus, president; Troupe Nelson, vice-president; Leon B. Kahn, secretary and treasurer, for the purpose of conducting a general dry goods business; capital stock \$25,000.

Shreveport—Hardware Company.—The Lee Hardware Co. has been incorporated with F. D. Lee, president; F. W. Bowers, vice-president; E. A. Thomas, secretary, and M. M. Silbernagel, treasurer, to conduct a general hardware business; capital stock is \$100,000.

Shreveport—Lighting and Heating Company.—Chartered: The Kitson Light & Heat Co., with Isaac Barron, president; Thomas B. Chase, vice-president; J. M. Foster, treasurer, and D. R. Sharp, secretary, to acquire all rights and privileges of lighting and heating under the Kitson system and patents; capital stock \$100,000.

Shreveport—Levee.—The Bossler levee board met and let the Riverside levee, ten miles above Shreveport, to Hunter Bros., of Shreveport, at 13.2 per cubic yard. The levee is to be 8000 feet long and 10.2 feet high.

MARYLAND.

Adamstown—Flour Mill.—Jesse Kreg will put in rolls and other machinery.

Baltimore—Commission Company.—Chartered: The R. S. Godwin Co., for conducting a general commission business, by Robert S. Godwin, Moscow Pool, Albert S. J. Owens and William H. Weedon; capital stock \$10,000.

Baltimore—Tobacco Company.—The Retail Tobacco Dealers' Association has been incorporated, with a capital stock of \$10,000, by Louis A. Becker, G. H. Eisenberg, Saml. B. Ward, Harry B. Linthicum and others.

Baltimore—Mercantile Company.—The Baltimore Introduction & Novelty Co. has been incorporated, with a capital stock of \$5000, by M. J. Waterman, Jacob Hable, L. B. Robinson, Isaac Stern and C. E. Fitzpatrick, to conduct a general mercantile business for the sale of novelties of all kinds.

Baltimore—Shipyard.—A movement is on foot for the establishment of a \$3,000,000 shipyard at Baltimore, being projected by Henry G. Morse, formerly president of the Harlan & Hollingsworth Co., of Wilmington, Del., and now of Youngstown, Ohio. It is stated that prominent business men and capitalists of Baltimore have already pledged themselves to invest \$850,000 in the enterprise and the remaining amount necessary to insure the plant is claimed to be available. The plant proposed will require a site of eight acres and is to employ from 500 to 1000 men; twelve months would be required to construct it. Henry G. Morse, Youngstown, Ohio, can be addressed for information.

Baltimore—Hotel Company.—The Hotel Rennett Co. has been incorporated, with a capital stock of \$1,000,000, by George K. McGaw, George C. Jenkins, Henry J. Bow-

doin, Henry A. Parr, Charles K. Lord, William A. Marburg and S. Davies Warfield, to conduct the Hotel Rennett.

Baltimore—Brewery.—Plans of the William Gresser Engineering Co. of Chicago have been accepted by the Monarch Brewing Co. for the erection of its building at Highlandtown. The plans call for a main building 45x130 feet in size, with several auxiliary buildings. The main structure is to be seven stories in height, with basement, and is to have fireproof construction, with iron and steel interior skeleton frame. The exterior will be of stone and brick, the equipment to include steam heat and electric lights. The building is to cost \$230,000.

Creagerstown—Flour Mill.—H. J. Krise has purchased the Martin mill, near Creagerstown, and will remodel same to the roller process.*

Feagaville—Flour Mill.—P. L. Culler is remodeling his flour mill, and is in the market for machinery.*

Hagerstown—Machine Shops.—The Norfolk & Western Railroad Co. will probably establish machine shops at Hagerstown. Address J. M. Barr, vice-president and general manager, Roanoke, Va.

Ironhill—Canning Factory.—Knight J. Miller, of Havre de Grace, is investigating with a view of erecting a canning factory at Ironhill.

Lonaconing—Steam Laundry.—John C. Rank & Bro. have formed the Valley Steam Laundry and are erecting a building, which they will equip with the latest steam-laundry machinery.

MISSISSIPPI.

Biloxi—Bridge.—The city council has adopted an ordinance to issue \$15,000 of bonds for the purpose of building a bridge across Back bay. Address "The Mayor."

Bond—Lumber Mills.—The J. E. North Lumber Co. has been incorporated, with J. E. North, president; R. Fahey, vice-president, and S. D. Thayer, secretary-treasurer, for the manufacture and sale of lumber, erecting and operating steam saw mills, etc.; capital stock \$25,000.

Greenville—Mercantile Company.—Chartered: The George & Nelms Co., to conduct a general mercantile business, by W. F. George, J. L. Nelms, R. T. Harbison and F. L. Harbison, with a capital stock of \$6000.

Jackson—Cigar Factory.—S. S. Sappington, of Libertytown, Md., and Asa T. Buttrill will erect a large cigar factory.

Meridian—Lumber Company.—G. W. Meyer, George Crosse, G. D. Everett, H. G. Meyer and H. V. Wall are among the incorporators of the Southern Pine Co., reported last week as incorporated, with a capital stock of \$25,000.

MISSOURI.

Asbury—Creamery and Refrigerating Plant.—D. C. Williams, vice-president of the Chicago Building & Manufacturing Co., is investigating the advisability of establishing a creamery and refrigerating plant in Asbury.

Carthage—Laundry.—The Elite Laundry, reported as burned, will be rebuilt.

Carthage—Marble Quarries.—The Carthage Quarry Co., reported last week as incorporated, will at once commence the development of its quarries, putting in three gangs of saws and one channeller. Address F. W. Steadley, secretary-treasurer.

Cassville—Flour Mill.—Marbut & Wooten will establish a flour mill in connection with their saw mill; contract not awarded.*

Gallatin—Flour Mill.—Blackburn Bros. will erect a 50-barrel flour mill.*

Joplin—Zinc Smelters.—The Lanyon zinc smelters of W. and J. Lanyon and Robert Lanyon's sons, together with several large tracts of coal lands and natural-gas lands, have been purchased for \$2,000,000 by ex-Governor Roswell P. Flower and other New York capitalists, and the Palmer Oil Co. It is reported that it is the plan of the purchasers to make extensive improvements and increase the capacity of the works.

Joplin—Mining.—Holmes Bros., of Leavenworth, Kans., have purchased for \$5000 a tract of ore lands at Joplin, and will at once put in machinery for the development of same.

Joplin—Mining Company.—The Glendale Mining Co. has been incorporated, with a capital stock of \$100,000, by T. D. Dale, Marietta, O.; W. C. Swanswick, Carthage, Mo.; M. K. Elliott and C. Craycroft.

Kansas City—Bridge.—The Kansas City, Lawrence & Topeka Electrical & Power Co. has applied to the legislature for authority to construct a bridge across the Kaw river. Address Edw. E. Holmes, of the company.

Kansas City—Mining Company.—The National Development Co. has been incorporated, with an authorized capital of \$3,000,000, by James H. Morris, Wm. F. Griffiths, Walter W. Avery, Jay F. Price and Harry D. Dutton.

Kansas City—Construction, etc., Company.—The A. J. Kelly Architect & Construction Co. has been incorporated by E. G. Johnson, A. J. Heine and A. J. Kelly, with a capital stock of \$2500.

Kansas City—Cattle Company.—Chartered: The H. O. W. Cattle Co., with a capital stock of \$25,000, by Grace H. Hawley, B. F. Deatherage, O. G. Young and others.

Kansas City—Salvage Company.—Chartered: The American Salvage Co., with a capital stock of \$15,000, by J. C. Hill, H. H. Noland, D. P. Hunter and others.

New Madrid—Drainage.—The county has awarded contract for drainage to Otto Kochitzky for \$83,000.

Oronogo—Mining Plant.—Eastern capitalists have purchased for \$100,000 the P. E. mining plant at Oronogo, and will operate same. The deal was consummated by Geo. Ball & Co., of Webb City.

Racine—Zinc-mining Plant.—True, Haysler & Co. have let contract to W. Johnson, of Joplin, for the erection of a mining plant.

St. Joseph—Stone Quarries.—The Silverdale Stone Co., lately reported as incorporated, will develop a stone quarry on a 160-acre tract of land, and will put up steam derrick and stone saw mill. Address Chas. A. Pfeiffer, president.

St. Louis—Grocery Company.—Chartered: The Hellman Grocery Co., with a capital stock of \$10,000, by John A. Lee, William Druhe, I. E. Ricker and H. R. Williams.

St. Louis—Millinery Company.—Chartered: The B. F. Rosenheim Millinery Co., with a capital stock of \$7500, by Morris, Albert and R. F. Rosenheim.

St. Louis—Magnetite Foundry Co. will erect a one-story foundry building 80x185 feet to cost \$10,000; contract let.

St. Louis—Realty Company.—Henry Nye, W. H. Glasgow and Henry Osterrecker have incorporated the Calumet Realty Co., with a capital stock of \$125,000.

St. Louis—Livery and Undertaking Company.—The Bookers-Isaacs Livery & Undertaking Co. has been incorporated by Gerhard Bookers, Jonas Isaac and Herman Rindskopf, with a capital stock of \$6000.

St. Louis—Medicine Company.—Chartered: The Gaffney Medicine Co., by C. F. Lange, H. E. Lange and Chas. F. Lange, Jr., with a capital stock of \$2000.

St. Louis—Motor Company.—The Western Spring Motor Co. has been incorporated, with a capital stock of \$6000, by Thomas J. Sullivan, G. A. Groveland and M. M. Montgomery.

St. Louis—Commission Company.—Arthur B. Barrett, Emil Spohr and Henry F. Dryden have incorporated the Barrett Commission Co., with a capital stock of \$15,000.

NORTH CAROLINA.

Asheboro—Chair Factory.—Mr. Gollhorn will remove his chair factory from Ulah to Asheboro.

Aurora—Canning Factory.—Cherry Implement Co. will establish a canning factory, with capacity for 3000 to 5000 cans per day. Address F. F. Cherry.*

Concord—Cotton Mill.—The stockholders of the Cannon Manufacturing Co. ordered the directors to erect another cotton mill, the third one, if they deemed it advisable; equipment of the present mill 17,000 spindles, eighty sets, 500 looms. Address L. D. Duvall, superintendent.

Davidson—Cotton-oll Mill.—Dr. Munroe, of the medical college, and others have applied for a charter for the erection of a \$25,000 cotton-oll mill; \$13,000 has already been subscribed. The plant will have a capacity of thirty tons per day.

Gold Hill—Gold Mines.—J. J. Newman, of Salisbury, and associates have purchased the Union gold mine, near Gold Hill, as lately reported; machinery has been purchased for the development of these mines and fifty operatives employed, which will shortly be increased.*

Graham—Cotton Mills.—The Onelda Cotton Mills will put in some additional looms; present equipment 8760 spindles and 463 looms. Address L. Banks Holt, proprietor.

Hope Mills—Sash, Door and Blind Factory.—Moffitt Bros., of Sanford, and John B. Makepeace, of the Sanford Sash and Blind Factory, are investigating with a view of establishing a sash, door and blind factory in Hope Mills.

Jamestown—Flour Mill.—O. C. Beerbow will erect a 40 or 50-barrel flour mill.*

Lilledown—Cotton Mill.—J. H. Moore will add fifty 36-inch looms to his cotton mill.*

Lincolnton—Cotton Mill.—Rudasill Bros., lately reported as having completed their mill building at Indian Creek, near Lincolnton, and as having contracted for a 2000-spindle equipment, have organized to operate same the Indian Creek Cotton Manufacturing Co., with W. A. Rudasill, president; M. S. Rudasill, vice-president; S. A. Mauney, secretary and treasurer, and J. J. Neisler, superintendent.

Makelyville—Dry-kiln Company.—The Stell Dry Kiln Co. has been incorporated for the purpose of selling rights to use a patent known as the Stell Bros.' patent for constructing dry-kilns and furnishing the material therefor; capital stock \$500; incorporators, David Stell, James S. Stell, J. M. Rhodes and P. Mulhelm.

Maxton—Cotton Mill.—W. B. Harker is one of the incorporators of the Maxton Yarn & Weaving Co., recently reported.

Raleigh—Electrical Construction.—Bunch & Carter will engage in the electrical-construction business.*

Salisbury—Cordage Mills.—The Littman Cordage Mills has put in additional machinery.

Wadesboro—Electric-light Plant and Water Works.—A bill will be introduced in the legislature authorizing an election to be held to determine the issuance of \$30,000 of bonds for the construction of a system of water works and electric-light plant.

Wilmington—Lighting Plant.—The Ocean View Co. will put up a plant for lighting its property, which is about 600 feet of beach; plant will either be of the latest patent gasoline or electrical apparatus, and will shortly be purchased.

Winston—Tobacco Company.—The Reynolds Tobacco Co. has been incorporated, with a capital stock of \$12,000.

York Collegiate Institute—Flour Mill.—I. N. Sharpe & Son will put in roller flour mill machinery.*

SOUTH CAROLINA.

Bennettsville—Cotton Mill.—D. D. McCall, C. S. McCall, H. L. McCall, H. W. Carroll, P. L. Breeden and others have organized the Bennettsville Cotton Mill for the erection of a plant; charter will be applied for.

Cedar Falls (P. O. Piedmont)—Flour Mill and Elevator.—Nesbitt & Sons, managers, Cedar Falls Roller Mills, will increase the capacity of their plant from fifty to seventy-five barrels per day; they will also erect a 50,000-bushel grain elevator and make other improvements; contract not let.*

Charleston—Improvement Company.—The Seashore Improvement Co. has been incorporated, with a capital stock of \$100,000, by J. S. Lawrence, S. H. Wilson, George B. Edwards, J. S. Bulst, William M. Bird and T. K. McGahan, for the purpose of making improvements on the Isle of Palms, and to erect hotels, bathhouses, dwellings, etc.

Chester—Cotton Mill.—O. P. Heath and Eli Springs, of Charlotte, N. C., have purchased the Chester Gingham Mills for \$48,000. It is rumored that the new owners may build a spinning mill to supply yarns to the gingham mill.

Clover—Cotton Mill.—The Clover Cotton Manufacturing Co. has let contract to L. W. Cooper & Co., of Gaffney, S. C., for the erection of its new mill building, recently reported; the building will be large enough to accommodate 10,000 spindles, but 5000 will be installed at present; contract for entire equipment of machinery has been placed; M. L. Smith, treasurer.

Dillon—Oil Mill.—The Dillon Cottonseed Oil Mill, C. S. Herring, secretary and treasurer, will install a 60-ton mill in place of its present 30-ton plant.*

Jonesville—Ginnery.—R. A. Whitlock will erect a round-bale ginnery.

Jonesville—Flour Mill.—The McWhirter Ginning Co. will put in a roller mill of about fifty barrels capacity.

Jonesville—Knitting Mills.—The Jonesville Knitting Mills will put in new machinery to increase the capacity of its plant; present equipment thirty knitting machines. Address W. E. Alman, superintendent.

Jonesville—Knitting Mill.—The increase in the Jonesville Knitting Mills, lately noted, will consist of about 50 per cent.

Manning—Tobacco Company.—Chartered: The People's Tobacco Co., to deal in tobacco, with a capital stock of \$2500, by C. W. Mason, of Foreston; Dr. W. W. Brockington, Manning, and C. S. Land, Sr., of Foreston. Address Dr. W. W. Brockington.

Marion—Tobacco Company.—The Marion Tobacco Warehouse Co. has been incorporated by W. J. Montgomery, E. H. Gasque and A. Rodgers.

Rock Hill—Cotton Mill.—The Highland Park Manufacturing Co., of Charlotte, N. C., recently reported as to erect an addition to its mill at Rock Hill, will expend \$80,000 on same and put in 6500 spindles. Contract for the machinery has been awarded.

Spartanburg—Cotton Mill.—The Fork Creek Factory will be recapitalized and put in operation by Cook & Son and a company of Northern men.

Spartanburg—Cotton Mills.—It is reported that the Arkwright Mills will double equipment; present equipment 11,000 spindles, thirty-five sets and 374 looms. Address K. McGowan, superintendent.

Whitney—Cotton Mill.—The Whitney Manufacturing Co. will increase its capital stock from \$290,000 to \$350,000; 2000 spindles will be added to the mill, and repairs made on machinery.

TENNESSEE.

Bradford—Flour Mill.—W. H. Capps contemplates putting in roller flour-mill machinery and making other improvements.*

Bristol—Electric-power Plant.—The Bristol Belt Line Railway Co. will build an electric-power plant, contract for machinery for which has been awarded.

Chattanooga—Pattern Works.—The Globe Pattern Works will rebuild its plant.*

Ducktown—Iron-ore Property.—The Watts Steel & Iron Syndicate, Limited, Middlesborough, Ky., states that it has not purchased any properties at Ducktown, but has leased the property of the London Coal & Iron Co., with the intention of at least doubling the output of ore.

Fall Creek—Flour Mill.—Truse Bros. contemplate putting in new cleaning machines and reducer and making other improvements to their flour mill.

Fayetteville—Water Works.—The city will award contracts in March for the construction of water works (gravity system); J. E. Poindexter, city clerk.*

Franklin—Greenhouses.—Truett Bros. will erect two greenhouses, as recently reported; to be 75x18 feet, using 16x18 glass, heated by water.*

Hardison Mills—Flour Mill.—William Osteen will remodel his 40-barrel reel to sifter system, and has not as yet awarded contract for machinery.*

Jackson—Ice Factory.—The Consumers' Ice Co., recently organized, has contracted for a 20-ton ice factory.

Knoxville—Coal Mines.—The Whistle Creek Mining Co., lately reported as incorporated, has purchased a valuable coal property in the Jellico coal field, including 5000 acres of land. The company has already paid in \$50,000, and a large amount of money will be expended in extensive developments to be made this summer. James L. Breese, of New York, and Russell A. Clapp, of Knoxville, control the new company. Address H. M. Wilson, secretary, Knoxville.

Palmerville—Flour Mill.—J. W. Bradley will rebuild the Palmerville roller mills, recently burned.

Paris—Pants and Overall Factory.—The Paris Manufacturing Co. has been organized by J. Lawrence and others for the establishment of a jeans pants, shirt and overall factory.

Memphis—Sewer System.—James H. Elliott, assistant city engineer, has prepared and submitted to the city council plans and estimates for the sewers proposed to be constructed in old Memphis and the annexed territory. Probably about \$500,000 will be required for the work proposed.

Springfield—Electric-light Plant.—H. E. Butcher is erecting a small electric-light plant, as recently reported; present plan is for fifty horse-power in steam units and one 30-kilowatt General Electric alternator, which installment will probably be doubled in a few months.

Sweetwater—Electric-light Plant.—The city has granted franchise and closed contract with the Sweetwater Telephone & Improvement Co. for the erection of an electric-light plant. City will use twenty arc lights of 1200 candle-power, and plant will also have 750 incandescent lamps (sixteen candle-power) for private use; D. L. Smith, manager.*

TEXAS.

Abilene—Grocery Company.—The J. M. Radford Grocery Co. has been incorporated, with a capital stock of \$100,000, by J. M. Radford, E. G. Batjer and D. P. Woodward, to conduct a general merchandise business.

Abilene—Grocery Company.—Incorporated: The J. M. Radford Grocery Co., capital stock \$100,000, by J. M. Radford, E. G. Batjer and D. P. Woodward.

Austin—Lumber Company.—The Bodan Lumber Co., of Pollax, Angellina county,

has been incorporated, with a capital stock of \$50,000, by J. A. Y. and J. J. Carter, of Angellina county, and J. Lipshitz, of Smith county, for the manufacture and sale of lumber.

Conroe—Saw Mills.—Incorporated: The Keystone Mills Co., capital stock \$30,000, to manufacture and sell all kinds of lumber and to buy and sell goods, etc.; incorporators, T. H. Garrett, of St. Louis; W. H. Starr, of Conroe, and J. F. Floyd, of Mana, Texas.

Corsicana—Pumping Plant.—Sam Wood and associates have concluded to put in an extensive compressed-air pumping plant for oil.

Corsicana—Water Works.—J. S. Thatcher, Dallas, Texas, has prepared plans and specifications for new reservoir for the Corsicana Water Co. The dam will be 1980 feet long, twenty-nine feet high, and will require 95,000 cubic yards of earthwork. The basin will cover an area of 260 acres, average depth twelve feet, capacity 1,000,000,000 gallons. Address B. B. Cain, attorney for receivers, Tyler, Texas.

Cuero—Canning Factory.—Efforts are being made for the organization of a company to erect a canning factory, as recently reported. At present no organization has been had, but interested parties can address Otto Buchel.

Denton—Water Works.—The Denton Water Works Co. will enlarge its works by the construction of 30,000 additional feet of water mains and sixteen new hydrants.

Fort Worth—Roundhouse, etc.—S. B. Haggart is preparing plans for the new roundhouse and shops to be erected by the Texas & Pacific Railway; roundhouse will be 290 feet in diameter, containing thirty-six stalls, to be built of brick, with all the latest and improved conveniences; repair shops will be 174 feet square, connected with the roundhouse; cost \$60,000; L. S. Thorne, third vice-president and general manager, Dallas, Texas.

Longview—Plow Factory.—The Longview Kelly Plow Co. will put in machinery for the manufacture of steel plows and beams, this improvement necessitating the employing of additional operatives.

Midlothian—Grain Elevator.—Arrangements have been completed for the erection of a large grain elevator; names of interested parties will be announced later.

Palestine—Cotton Mill.—James W. Ozment is investigating with a view of organizing a stock company for the erection of a cotton mill.

Pearsall—Drugs.—Incorporated: The H. A. Mercer Drug Co., of Pearsall, capital stock \$5000, by H. A. Mercer, S. C. Roberts and J. M. Windrow.

Rusk—Cotton Mill.—Efforts are being made for the establishment of a cotton mill. Address F. T. Hough, who is interested in the enterprise.

Seymour—Mercantile.—Incorporated: The West Texas Supply Co., capital stock \$60,000, to transact a general merchandise business; incorporators, W. T. Finn, W. H. Lee, D. I. Branham and others.

Sherman—Oil and Delinting Mill.—The Texarkana Oil & Delinting Co., of Texarkana, Texas, contemplates removing its plant to Sherman.

Sherman—Bag Mill.—The Sherman Cotton Mills Co., reported last week as having purchased and as to put in operation the plant of the Sherman Seamless Bag Co., has been incorporated, with a capital stock of \$100,000. Eighty bag looms and 2500 spindles are in place, and it is reported that 7500 more spindles will be installed. Incorporators of company are W. C. Howard, H. W. Fairbanks, J. T. Howard, of Dallas; W. C. Enbanks and C. A. Andrews, of Sherman.

Velasco.—Martin Armstrong has invented a wire-staple hammer for cutting wire from coil; makes and rivets staple at each stroke, and is automatic, and is one and one-quarter inches square by eight inches long; the inventor desires to have same manufactured and wishes to correspond with foundry and sheet-steel manufacturing companies.*

Waco—Oil Well.—An oil well has been discovered on the property of C. J. George, and will no doubt be developed.

Woodville—Cigar Factory.—A company has been organized for the manufacture of cigars. Names of interested parties will be announced later.

VIRGINIA.

Basic City—Furniture Factory.—The Basic City Furniture Co. has been incorporated, with authorized capital stock of \$50,000, to put in operation a factory employing seventy-five men. J. F. Templeton, J. M. Kemper and G. S. McGee are interested.

Charlottesville—Woodworking Factory.—

The Albemarle Lumber & Construction Co. contemplates the erection of a woodworking factory in connection with its lumber yard; to use electricity for motive power.*

Edom—Flour Mill.—D. A. Swank will remodel his flour mill; contract for machinery not let.*

Emporia—Water-power Development.—The citizens have had surveys made of the water-power on the Meherrin river, for the purpose of inducing capitalists to construct a plant.

Good's Mills.—Flour Mill.—D. H. Hinegardner will erect a 25-barrel flour mill, equipment for which has not been ordered.*

Hampton—Ice Factory and Power-house.—Henry Brauns, of Baltimore, Md., is preparing plans for a power-house and plant for the Newport News & Old Point Comfort Railway & Electric Co.; new power-house will contain latest machinery for the generation of electricity and have boiler capacity of 2000 horse-power and be 175x500 feet in size. In addition, there will be an ice factory with a capacity of forty tons per day. Address William J. Payne, president, Richmond, Va.

Harrisonburg—Light and Power Plant.—The Merchants' Light & Power Co. has been incorporated, with an authorized capital of \$10,000, to supply steam and to manufacture and distribute gas and electricity in Rockingham county; incorporators, J. R. Green, H. L. Bushong, C. F. Thomason, E. B. Cootes and I. S. McNeill.

Leesburg—Flour Mill.—H. S. Jenkins & Co. have not as yet placed order for the machinery for their flour mill, which they will erect to replace the one previously burned.*

Mineral—Flour Mill.—R. W. Moore will erect a 30-barrel roller flour mill.*

Newport News—Construction Company.—The Peninsula Construction Co. has been incorporated, with C. B. Orcutt, of New York, president; I. Eugene White, vice-president; W. A. Post, treasurer, and J. A. Willett, secretary; these, with F. E. Southerland and I. C. Higgins, of New York, compose the board of directors. Company has been organized for the purpose of constructing and operating certain mechanical appliances. The capital stock is to be not less than \$50,000 nor more than \$100,000.

Newport News—Fertilizer Factory.—J. I. Boswell, Jr., of Richmond, Va., is corresponding with Ed M. Holt relative to the establishment of a fertilizer factory in Newport News.

Newport News—Abattoir, Ice Factory, Glue Factory, Fertilizer Factory, etc.—The Newport News Abattoir Co. (lately noted as incorporated in New Jersey) has a capital stock of \$1,000,000, and has purchased twenty-five acres of land on the Chesapeake & Ohio Railroad for its proposed \$500,000 abattoir plant. Contract has been let to Wm. Gieser Engineering Co., of New York and Illinois, for construction of buildings, including main one or abattoir of 60,000 square feet of space; pork department of 18,000 square feet of space; machinery-rooms to contain six 150-horse-power steam boilers, six 50-ton refrigerating machines and three 1000-light dynamos; ice factory of thirty-five tons capacity daily; glue factory, fertilizer factory, etc. Plant's daily capacity for slaughtering is to be 1000 head of cattle, same of hogs and same of sheep, with cold-storage capacity equal to three times that amount of product. The incorporators of the company are Messrs. Dr. S. L. Filbert, Jacob Ridgeway, William G. Huey, Samuel B. Huey, Charles Warthman, Chas. H. Graham, C. W. Harvey and Jacob Herold, all of Philadelphia, Pa., and New York parties; Mr. E. S. Palmer, of Philadelphia, is president.

Norfolk—Silver-plating Works.—The Southern Silver Plating Co. will rebuild its plant, recently burned; plant to cost about \$1500.*

Norfolk—Manufacturing Company.—The Norfolk Manufacturing Co. has been incorporated for the purpose of manufacturing non-alcoholic beverages, with a capital stock of \$5000, by W. L. Bilisoly, J. C. Woodley, of Portsmouth; C. H. Plummer, W. H. Hall, W. T. Stanworth, J. W. McCarrick and R. R. Bunting.

Petersburg—Paving.—Samuel M. Gray, Providence, R. I., has prepared plans and specifications for brick and asphalt paving in Petersburg. About \$50,000 will be expended. Address T. R. Dunn, city engineer.

Pulaski—Electric-light Plant.—The city contemplates the erection of an electric-light plant. Address John T. Loving, mayor.*

Roanoke—Iron Furnace.—The Crozer Iron Co. will put its furnaces in blast about February 27.

Roanoke—Machine Works.—The Norfolk & Western Railroad Co. will erect an addi-

tion to its Roanoke machine works, which will be utilized for the purpose of manufacturing frogs and other track material. Address Charles S. Churchill, Eng. M. W., Roanoke, Va.

Roanoke—Nut-lock Factory.—The Lock Washer Co. has been incorporated, with W. A. Glasgow, president; M. G. McClung, of Salem, secretary and treasurer, and Joseph A. Gale, T. W. Crozier and W. B. Beville, for the manufacture of the nut lock invented by Dr. T. W. Crozier; minimum capital \$10,000, maximum \$25,000.

Roanoke—Extract, Bottle, etc., Factory.—The Scholz Extract & Manufacturing Co., reported last week as incorporated, has a capital stock of \$5000, and is organized for the purpose of manufacturing extracts, also the manufacture of bottles, vials, cartons and boxes necessary for packing same. Address Louis A. Scholz, president.*

Suffolk—Knitting Mills.—The Suffolk Knitting Mills, reported as burned, will be rebuilt; loss on burned plant \$40,000; T. H. and W. E. Cobb, proprietors.

Welbourn—Flour Mill.—Col. R. H. Delaney contemplates remodeling his mill to the sifter system.

Wytheville—Lead and Zinc Company.—The Lawson Lead & Zinc Co. has been incorporated by R. M. Lawson, Burkes Garden; John W. Robinson, Grahams Forge; M. M. Caldwell, Robert L. Peirce, James A. Walker, John T. Hamlet, Wytheville, and D. S. Forney, Allisonia, to mine and manufacture lead, zinc, iron and all other minerals; authorized capital \$25,000.

WEST VIRGINIA.

Addison—Bridge.—Bonds will probably be issued for the construction of a bridge across Elk river. Address "The Mayor."

Central City—Brewery.—The West Virginia Brewing Co. has been incorporated, with a capital stock of \$70,000, by John Keating, James Clark, W. A. Buckholtz, M. T. Andrew, J. J. Fasseville and P. J. Murphy, of Cumberland, Md. This is the company noted last week as having purchased the plant of the American Brewing & Ice Co. at Central City, and as to expend \$40,000 in improving same.

Kanawha City—Power Plant.—It is reported that the Morgan-Gardner Electric Co., 2638 Shields avenue, Chicago, Ill., is preparing to erect a plant to supply power to the mines of several coal companies in Kanawha City. A submarine cable will be laid across the Kanawha river to the mines, which are on the opposite side of the river from the new power plant.

Moundsville—Manufacturing Company.—Chartered: The Belmont Manufacturing Co., with an authorized capital of \$50,000, by J. B. Hicks, Moundsville; J. S. Sheeky, M. E. Manby, J. Steele and Chas. Rosse, Pittsburgh, Pa. Address J. C. Simpson, attorney, Moundsville, W. Va.

Ripley—Flour Mill.—J. L. Starcher and others contemplate the erection of a 50-barrel flour mill.

Welch—Saw and Planing Mills.—W. M. Ritter, R. E. Pendleton, C. W. Adams, F. S. Hamlin, of Welch, and Walter H. Harman, of Panther, have incorporated the Panther Lumber Co., with a capital stock of \$300,000, to construct and operate saw and planing mills, etc.

Wheeling—Box Factory.—H. W. Fair has received contract for the erection of the Acme Box Co.'s new box factory, which will be 65x90 feet, with lumber sheds included.

BURNED.

Aurora, Mo.—The Betsey Jane concentrating plant; estimated loss \$6500. Address George Liles, manager.

Baltimore, Md.—The enameling plant of the Jones Hollowware Co.; estimated loss \$12,000.

Baltimore, Md.—The Baltimore Barrel Co.'s plant; estimated loss \$3000.

Cartersville, Mo.—The Vernon lead and zinc mill; estimated loss \$6000. Address Col. T. J. Steers, proprietor.

Carthage, Mo.—The Elite Laundry.

Fayetteville, N. C.—Hope Cotton Mills' water-power dam has been destroyed by flood at a loss of \$10,000.

Huntsville, Texas.—The penitentiary, administration and cells buildings; estimated loss \$30,000. Address J. G. Smithers, assistant superintendent.

Knoxville, Tenn.—The plant of the Greer Machinery Co., and that of the Whittle Trunk Co.; estimated loss \$100,000.

Prosperity, Mo.—The Vernon mining plant; estimated loss \$6000.

Richmond, Va.—The building of S. H.

Hawes & Co.; estimated loss between \$25,000 and \$50,000.

Suffolk, Va.—The Suffolk Knitting Mills; estimated loss \$40,000.

Winchester, Va.—George H. Spangler's carriage works; estimated loss \$1000.

BUILDING NOTES.

Addison, W. Va.—Jail.—Bonds will probably be issued for the erection of a jail building. Address "The Mayor."

Atlanta, Ga.—Depot.—Grant Wilkins is preparing plans for a union depot to be erected in Atlanta.

Baltimore, Md.—Apartment-house.—Negotiations have been closed for the erection of an apartment-house, ten stories, of brick, with stone trimmings and ashlers, to have modern steel-frame interior and contain 250 rooms.

Bellaire, W. Va.—Hotel.—Efforts are being made for the organization of a \$20,000 stock company to erect a hotel, three stories, 120x65 feet, and to have the latest improved equipments. Address Samuel L. Seeman, who is said to be at the head of the project.

Birmingham, Ala.—Dwellings.—The Pioneer Mining & Manufacturing Co. has let contract for the erection of twenty-five dwellings.

Brooksville, Fla.—Business Block.—J. W. and B. F. Corman will erect a business block.

Bryan, Texas.—Depot.—The Houston & Texas Central Railroad will erect a depot 100x24 feet, plans for which have been prepared. Address G. A. Quinlan, vice-president and general manager, Houston, Texas.

Calera, Ala.—Courthouse.—The city will call an election within sixty days to vote upon proposed issuance of bonds to build a \$10,000 courthouse. Address "The Mayor."

Charlotte, N. C.—Opera-house.—Efforts are being made for the organization of a stock company to erect a theater building with seating capacity for 2000. Address Frank P. Milburn, who is said to be interested in the enterprise.

Charlotte, N. C.—Residence.—Hook & Sawyer are preparing plans for residence for Capt. A. Thels; a complete outfit of plumbing and heating will be installed.

Charlottesville, Va.—Store Building.—Sealed proposals will be received by M. Leterman, president, until March 1 for the construction of a store building for the Leterman Company. Usual rights reserved. Plans and specifications can be seen at the office of W. T. Vandergrift, architect.

Cloverport, Ky.—Business Building.—H. A. Oelze will erect a business building.

Crowley, La.—Dwelling.—J. A. Petty has received contract to erect dwelling for M. J. Daniel.

DeSoto, Mo.—Hotel.—A company has been organized and plans are being prepared for the erection of a large hotel; names of interested parties will be announced later.

Durham, N. C.—Residence.—Pearson & Ashe, of Raleigh, are preparing plans for a residence for John C. Drewry.

Durham, N. C.—Flats Building.—Pearson & Ashe, of Raleigh, are preparing plans for a block of flats to be erected by Julian S. Carr at a cost of \$10,000 (lately noted); to be two stories and have all modern conveniences.

Fort Worth, Texas.—Depot.—The Texas & Pacific Railroad Co. has awarded contract for the erection of the proposed new \$150,000 depot.

Glencoe, La.—Business Building.—Frere & Dorsett will erect a large mercantile building.

Hampton, Va.—Hall.—The Kecoughtan Lodge, Knights of Pythias, proposes to erect a three-story brick structure at a cost of \$20,000.

Hazen, Ark.—Schoolhouse.—C. L. Thompson, of Little Rock, will prepare plans for a \$3500 school building to be erected in Hazen. Address secretary school board.

Joplin, Mo.—Business Building.—Architect Michaels is preparing plans for a three-story business building to be erected by Campbell Bros.; to have ornamental front of plate glass, copper, stone and New Jersey blue-black brick.

Kansas City, Mo.—Hotel.—The Jackson Lithia Springs Co. will increase the capacity of its lithia-water spring, near Kansas City, and will also erect a large hotel, and has borrowed \$600,000 for this purpose.

Mexia, Texas.—Depot.—The Houston & Texas Central Railroad will erect a depot 100x24 feet; plans have been prepared. Ad-

dress G. A. Quinlan, vice-president and general manager, Houston, Texas.

Mineral Wells, Texas.—Store Buildings.—W. H. George is erecting a rock store building; W. A. Johnson will erect a store building; D. M. Howard has let contract for the erection of a rock store building.

Mineral Wells, Texas.—Hall.—The Masons will erect a two-story Masonic temple building.

Newport News, Va.—Office Building.—Contractor Wilson, of Richmond, Va., has received contract at \$24,445.63 for the erection of the proposed six-story office building to be built by Howard C. Silsby, of Washington, D. C.

Oakland, Md.—Sanitarium.—The Oakland Sanitarium Co. has purchased the B. & O. Oakland Hotel, as recently reported, and is converting same into a sanitarium, putting in steam-heating plant, and will add to its present laundry equipment and furnish the institution with necessary hospital supplies. Address W. M. Longstreet, superintendent.

Pulaski, Tenn.—Jail.—Giles county contemplates either repairing the old jail by putting in ten new cells, or building a new jail, and has appointed a committee to receive plans and specifications for both. Address Maj. J. B. Atacy, chairman committee, for particulars.

Scioto, W. Va.—Hotel.—W. F. Welchman and H. H. Work, of Sistersville, will erect a frame hotel, with all modern appliances, in Scioto. P. T. Roehr has received contract.

Sedalia, Mo.—Hotel.—The Sicher Hotel will be remodeled and rebuilt at a cost of \$75,000.

Shelbyville, Tenn.—Hotel.—H. W. Rumbley has plans prepared and will organize a company for the erection of a hotel, to be constructed of brick, with stone facings, lighted by electricity, and all modern conveniences.

Sherman, Texas.—Dwellings.—Twenty and probably more cottages will be erected for the use of employees of the Sherman Cotton Mills.

Union, W. Va.—Store Building.—Robert J. Crebs will erect a two-story store building.

Uvalde, Texas.—Jail.—The commissioners' court has ordered the erection of a jail building. Address "County Clerk."

Washington, D. C.—Dwellings.—Edward Woltz has prepared plans for a residence for C. A. Johnson, to be two stories, of red brick, and heated by hot water; the same architect has prepared plans for a flat for E. E. Sanford, to be of brick and stone; E. S. Morgan will erect a dwelling 36x32 feet; C. H. Parker will erect a store and dwelling, two stories, 15x44 feet, front of press brick.

Wilmington, N. C.—Temple.—Date of opening bids for erection of Masonic Temple, lately noted, has been extended from February 25 to March 1. Plans, etc., by Chas. McMillen, to whom application may be made for copies. James C. Munds, secretary M. T. C., will open the bids.

Wilmington, N. C.—Hotel, Bathhouses, etc.—The Ocean View Co. will build at Wrightsville Beach a new hotel, two stories, containing fifty rooms, also a commodious bathhouse and an apparatus for lighting the beach. Plans have been prepared by H. E. Bonitz, and contract for the construction will soon be let.

RAILROAD CONSTRUCTION.

Railways.

Anniston, Ala.—The promoters of the Anniston & Coosa Railroad have advertised for subscriptions to the stock in this company, which will be received on and after February 27 at Anniston. The capital stock of the company is to be \$250,000. George P. Randolph and W. F. Johnston are among those interested.

Birmingham, Ala.—It is understood that the Birmingham Southern Company, recently referred to in the Manufacturers' Record, will construct about sixty-three miles of new line to Blocton, Wylam and Blossburg, Ala., in three divisions. The company now controls sixty-two miles completed, which, with extensions to be built, will make 125 miles. It is understood that contracts will be let within the next thirty days. G. B. McCormack, at Birmingham, may be addressed.

Bristol, Tenn.—Plans are now under way with the view of constructing a railroad line which will extend from the Holston Valley Railroad into what is known as Shady Valley, near Bristol. The railroad will reach tracts of mineral and timber land in the region referred to. A. M. Dull, president of

the Pulaski Iron Co., of Pulaski, Va., is interested in the project.

Chattanooga, Tenn.—It is calculated that construction work on the extension of the Chattanooga & Lookout Mountain Railway will begin about April 2. J. T. Crass, of Chattanooga, is president of the company. The extension will be known as the Tennessee & Round Mountain.

Columbia, S. C.—According to the statement of John L. Cunningham, one of the promoters of the North & South Carolina Railroad, this line is to be constructed from Columbia to Virgilina, Va., a distance of 170 miles. At Virgilina it meets the Atlantic & Danville Railroad. The estimated cost of the line is \$5,000,000, and it will extend through the copper-mining district of North Carolina, also a portion of the cotton-manufacturing district in the same State. James A. Lockhart, of Wadesboro, N. C., is also interested.

Cranberry, N. C.—A. B. Camp, manager of the Linville River Company, writes the Manufacturers' Record that it is expected to complete this road by April 15. Contracts have been let and rails purchased for the line.

Crossville, Tenn.—Contractors for grading the Tennessee Central Railroad have secured the necessary teams and tools and are to begin work as soon as the weather will permit.

Decatur, Ala.—A report is current that the Rome & Decatur Railroad may be extended further into Northern Alabama, as originally intended. The line is now in operation between Decatur and Attalla, a distance of sixty-one miles. It is a portion of the Southern system. Frank S. Gannon, at Washington, D. C., is vice-president of the company.

Denison, Texas.—The Chickasaw Central Railroad Co. has secured a charter in Indian Territory to build its proposed line from Denison northwest in Indian and Oklahoma Territories by way of Tishomingo.

Florence, Ala.—It is understood that the route of the Florence Northern Railroad has been recently surveyed, and that the promoters of this line are again agitating its construction. Among those reported as interested are A. W. Willis, of Nashville, Tenn.; John A. Smith, of Chattanooga, and A. S. Negley, of Florence.

Franklin, N. C.—A bill has been introduced in the legislature to charter the Ohio River, Franklin & Tidewater Railroad. [This is understood to be one of the sub-companies connected with the Boone scheme of railroads.—Ed.]

Frederick, Md.—It is understood that the Frederick, Thurmont & Northern Railroad Co. is ready to negotiate with contractors to build its proposed line to Thurmont and other points in Western Maryland. L. Victor Baughman, at Frederick, is president of the company.

Gower, Mo.—A company may be formed to build an extension of the railroad recently completed between Gower and Trimble from Gower in a northern direction through Clinton and adjacent counties.

Jonesboro, Ark.—Arrangements are being made to build the proposed extension of the Jonesboro, Lake City & Eastern Railroad from Jonesboro to Nettleton, if the business men of Jonesboro will subscribe \$5000 in the stock of the company. The amount has practically been raised. A. J. Kerfoot is general manager of the railroad at Jonesboro.

Kansas City, Mo.—The Kansas City, Lawrence & Topeka Electric Power Co. has decided to build an electric line from Kansas City along the valley of the Kaw river. The line will include a bridge over the Kaw river at Kansas City. The company is capitalized at \$3,000,000. Among those interested are A. M. Gossett and Edward E. Holmes, of Kansas City.

Laundale, N. C.—It is announced that the Cleveland Mills Co. has decided to construct a railroad from its plant to a connection with the South Carolina & Georgia system at some point west of Shelby.

Little Rock, Ark.—It is calculated that tracklaying will begin upon the Choctaw & Memphis Railroad about April 1. It is stated that 4000 men are now at work grading this line, which is 164 miles long. The tracklaying will be done by a special machine, which, it is calculated, will lay from two to three miles daily. The company will construct a belt line in the suburbs of Little Rock. Henry Wood, at South McAlester, I. T., is general manager.

Mansfield, Mo.—The plan to build the Mansfield & Ava Southern Railroad has been revived, and it is understood that a construction company is to be organized in the near future, which will use the right of way already graded. G. W. Freeman, at

Mansfield, is president of the railroad company. It is understood that F. W. Kennan and F. C. Ferguson, of St. Louis, are also interested in the enterprise.

Mobile, Ala.—President E. L. Russell, of the Mobile & Ohio; President Milton H. Smith, of the Louisville & Nashville, and others, have formed the Mobile Railway Terminal Co. to construct a line along the water front and at other points in Mobile. The company has \$50,000 capital stock.

Mobile, Ala.—It is reported that arrangements have been made to resume work on the Mobile, Jackson & Kansas City Railroad and to extend it to Hattiesburg, Miss. The Gulf City Construction Co. at Mobile is contractor for the enterprise. E. H. Merrill is also interested.

Mobile, Ala.—The directors of the Mobile & Ohio Railroad Co. have been authorized to take a portion of the stock of the Mobile & Bay Shore Railroad, which will form a branch of the Mobile & Ohio between this city and the foot of Mobile bay. It will be twenty-seven miles in length. E. L. Russell, at Mobile, may be addressed.

Orange, Texas.—It is understood that negotiations have finally been completed for the construction of a branch of the Kansas City, Pittsburg & Gulf Railroad to Orange, to be twelve miles in length. A bonus has been raised by the lumber manufacturers in the vicinity of Orange for this purpose. F. Gillham, of Kansas City, Mo., is chief engineer of the company.

Peck City, Texas.—President W. A. Squires, of the Gulf & Brazos Valley Railroad Co., advises the Manufacturers' Record that it is proposed to build this line from a connection with the Kansas, Oklahoma & Southwestern Railroad, on the Red river, in Texas, to Eagle Pass. A branch will be built to San Antonio, and at Lampasas, Texas, a connection will be made with the Texas Western Railroad, which will give an outlet to Houston and Galveston on the Gulf coast. At Eagle Pass connection will be made with the Mexican International Railroad in Mexico. The Kansas, Oklahoma & Southwestern Railroad, to be built from Red river to Chandler, Okla., will connect with the St. Louis & San Francisco at Chandler, thus completing the combination. Mr. Squires states that nearly 100 miles of the new line have been graded. The headquarters of the company are at Peck City. L. H. Squires is general manager, and J. W. Conway, secretary.

Pine Bluff, Ark.—The plan of building the railroad between Pine Bluff and Malvern, Ark., has been revived. Messrs. Sawyer & Austin, lumbermen of La Crosse, Wis., have made a proposition to the Board of Trade of Pine Bluff to build the portion of the road from Pine Bluff to Sheridan. The company may remove its plant from La Crosse to Pine Bluff if the road is built. The Commercial League at Pine Bluff has taken up the project.

Queenstown, Md.—It is stated that Messrs. Wade, Burns & Co., of Baltimore, have secured the contract for building the extension of the Queen Anne's Railroad to Centerville, Md.; also from Lewes, Del., to Rehoboth Beach. J. W. Troxel, at Queenstown, is general manager of the railroad company.

San Antonio, Texas.—It is understood that the extension of the Missouri, Kansas & Texas Railroad from San Marcos to San Antonio is again under consideration. The proposed line was surveyed several years ago. The distance is about fifty miles. S. B. Fisher is chief engineer at St. Louis, Mo.

Staunton, Va.—The scheme of building an electric railroad from Staunton to Middlebrook, Va., it is understood, has again been revived by parties in both towns.

Tavares, Fla.—The Tavares & Gulf Railroad, now under construction, is to be built at Oconee, Fla., and it is possible that it may be further extended to Kissimmee, Fla., twenty miles further. W. B. Tucker, at Orlando, Fla., is general manager.

Waskom, Texas.—It is announced that the English stockholders of the Texas & Pacific Company have voted in favor of building the proposed extension between Waskom and Jefferson, which will form a direct line between two divisions of this system. The distance is twenty-five miles. L. S. Thorne, Dallas, Texas, is general manager.

Wichita Falls, Texas.—The Wichita Falls & Oklahoma Railroad Co. has been chartered to build the proposed line from Wichita Falls to a point on the Red river in Clay county, a distance of twenty miles. J. A. Kemp is one of the incorporators.

Winchester, Va.—It is stated that the surveys for the Bismarck & Potomac Valley have been completed, and that the line will be about 130 miles in length. It is understood that it is to be constructed from a

connection with the West Virginia Central & Pittsburg Railroad at Blismarck to Harper's Ferry, Va. C. M. Bolton, at Rio, Va., is engineer.

Winchester, Va.—It is reported that the Cumberland Valley Railroad Co. has recently made surveys with the view of extending its line from Winchester south to Lexington and Salem, Va., a distance of 150 miles. The right of way from Lexington to Salem, partly completed by the Baltimore & Ohio, may be utilized. The Cumberland Valley is in operation from Harrisburg, Pa., to Winchester, running through Hagerstown, Md. M. E. Kennedy, at Chambersburg, Pa., is president of the company.

Street Railways.

Baltimore, Md.—The Baltimore & Northern Railway Co. has obtained authority to build its proposed extension from the Falls road, in the northern suburbs, to St. Paul street. Henry A. Parr is president of the company.

Charlotte, N. C.—P. M. Brown, one of the promoters of the Suburban Electric line, informs the Manufacturers' Record that no company has been organized as yet, but that a charter has been requested from the legislature. It is expected to build this line in the near future.

Chattanooga, Tenn.—The Chattanooga Electric Railway Co. has obtained a franchise from the city council to construct several extensions, also to rebuild a portion of its system. J. H. Warner is president of the company.

Fort Worth, Texas.—J. T. Voss, president of the Glenwood & Polytechnic College Street Railway Co., advises the Manufacturers' Record that the belt line which it is constructing will be completed within a few days. It will be nine miles in length.

Lexington, Ky.—The consolidation of the various street railroads, also illuminating plants, at Lexington, Ky., it is understood, has been effected under the title of the Lexington Railroad Co., recently incorporated. The company will have \$800,000 capital stock. It is understood that several extensions will be built. W. J. Loughridge may be addressed.

New Orleans, La.—Messrs. Ford, Bacon & Davis, of 149 Broadway, New York, it is understood, are engineers for the New Orleans & Carrollton Railroad Co. They state that about eleven miles of this line are being rebuilt, and an extension of five miles is under construction.

Pensacola, Fla.—The Pensacola Electric Railway Co. has secured authority from the city council to build several extensions in the city. William H. Bosley, of Baltimore, may be addressed.

Shreveport, La.—It is understood that another company has recently been formed with the view of constructing a belt railroad, to be operated by trolley motors, in the suburbs. The line will be about seven miles in length.

St. Louis, Mo.—It is understood that the Broadway Cable Line may be changed to a trolley system during the present year. It is about twenty miles in length. Robert McCulloch is general manager of the controlling company.

Vicksburg, Miss.—The overhead work for the street railway is now being put up, and it is stated that the line will be in operation about April 1.

Machinery, Proposals and Supplies Wanted.

Manufacturers and others in need of machinery of any kind are requested to consult our advertising columns, and if they cannot find just what they wish, if they will send us particulars as to the kind of machinery needed we will make their wants known free of cost, and in this way secure the attention of machinery manufacturers throughout the country. The MANUFACTURERS' RECORD has received during the week the following particulars as to machinery that is wanted.

Air-Moistening Apparatus.—See "Humidifiers."

Bag Machinery.—Margolis & Co., Norfolk, Va., are in the market for machinery for the manufacture of burlap bags.

Boilers.—See "Pumping Engines."

Boiler and Engine.—George McEachem, Box 119, Florence, S. C., wants to buy a second-hand engine and boiler.

Boilers and Engines.—See "Electrical Machinery."

Brick Machinery.—H. Lienhard, Handsboro, Miss., wants addresses of manufacturers of brick machinery.

Brick Machinery.—I. Levitt, No. 540 East 17th street, New York, N. Y., wants prices and catalogues of kilns for burning brick with gas and coal.

Bridge.—Ernest M. Green, clerk board of commissioners, Newberne, N. C., will receive sealed proposals until March 6 for both repairing and rebuilding Brice's creek bridge. Proposals must be marked "Proposals for the repairing or rebuilding of Brice's creek bridge."

Broom Machinery.—Arthur Trycock, Northport, Ala., is in the market for broom-making machinery and supplies.

Building Material.—Truett Bros., Franklin, Tenn., are in the market for glass and cypress rails and rafters for two greenhouses 75x18 feet.

Bung Machinery.—A. R. Williams Machinery Co., Limited, Toronto, Ontario, wants prices, catalogues, etc., of bung machinery.

Candy Machinery.—B. L. Gulce, Eufaula, Ala., wants addresses of manufacturers of candy and cracker machinery.

Canning Machinery.—Cherry Implement Co., Aurora, N. C., wants to buy canning outfit, capacity 3000 to 5000 cans per day. Address F. F. Cherry.

Cash Carriers.—Mayberry & Watson Co., Birmingham, Ala., wants estimates on cash-carrier devices.

Cold-storage Machinery.—G. H. Hall, Cartersville, Ga., wants addresses of dealers and manufacturers of machinery and fixtures for cold-storage and packing plant.

Cork-cutting Machinery.—J. W. Frankenhush, 806 Perdido street, New Orleans, La., wants addresses of makers of cork-cutting machinery.

Cotton Gln.—A. F. McNeill, Redfield, Ark., will want complete equipment for ginners except boiler.

Cotton-ginners Equipment.—G. C. & H. B. Adams, Starrsville, Ga., want to buy a 25-horse-power engine, second-hand, for ginners; also a suction pump for cotton.

Cotton-mill Machinery.—J. H. Moore, Lilledown, N. C., is in the market for fifty (Mason) 36-inch looms.

Cotton-mill Machinery.—George W. Roberson, Arcadia, La., wants all information necessary for the construction of a \$50,000 cotton mill.

Cracker Machinery.—See "Candy Machinery."

Electrical Machinery.—See "Silver-plating Machinery."

Electrical Machinery.—Crumley & Morris, Hillsboro, Texas, want prices on 1000-light dynamos, six miles wire, continuous circuit.

Electrical Machinery, etc.—Bunch & Carter, Raleigh, N. C., want catalogues, prices, etc., on electrical machinery, boilers, engines, etc.

Electric-light Plant.—Estimates are wanted on electric-light plant. Address C. C. Chollar, secretary Board of Trade, Arcadia, Fla.

Electric-light Plant.—The city of Pulaski, Va., contemplates the erection of an electric-light plant, and wants to purchase improved electrical machinery and appliances. Address John T. Loving, mayor.

Electric-light Plant.—The city of Cartersville, Ga., will put in an electric-light plant, and wants full information and correspondence regarding same. Address W. H. Milner, chairman, light committee.

Electric-light Plant.—J. J. Newman, Salisbury, N. C., is in the market for an electric-light plant.

Electric-light Plant.—Proposals addressed to the board of awards, Baltimore, Md., will be received until March 1 for furnishing all the labor and material required for installing a complete electric-lighting plant for the Mount Royal pumping station. Copies of plans and specifications may be obtained at the office of Henry Brauns, architect, Room No. 29, Builders' Exchange Building, where explanations of the same will be given by James E. Hewes, electrical engineer. Proposals must be accompanied with a certified check for \$500, made payable to the mayor and city council. Usual rights reserved; William L. Kenly, chief engineer, water board.

Electric-light Plant.—Sweetwater Telephone & Improvement Co., D. L. Smith, manager, Sweetwater, Tenn., is in the market for alternating-current dynamo, boiler, 75 to 100-horse-power engine and all material except poles for electric-light plant; plant will be for twenty arc lights of 2000

candle-power and 750 incandescent lights of sixteen candle-power.

Electric-power Plant.—Albemarle Lumber & Construction Co., Charlottesville, Va., wants catalogues and prices on motor for electric-power for woodworking factory.

Elevator Equipment.—See "Flour-mill Machinery," item of Nesbitt & Sons, below.

Elevators.—Mayberry & Watson Co., Birmingham, Ala., wants estimates on both water and electric elevators.

Elevators.—P. Thornton Marye, Newport News, Va., is in the market for electric passenger elevators and freight elevators.

Engine.—See "Woodworking Machinery."

Engine.—W. J. Lunsford, Hilton, Va., wants a 20-horse-power engine and saw mill.

Engine.—See "Cotton-ginners Equipment."

Engine.—See "Saw and Planing Mills."

Engine.—W. N. McAnge & Co., 164 Main street, Suffolk, Va., want small engine, either steam or gasoline, three to eight horse-power.

Engines.—Greer Machinery Co., Knoxville, Tenn., is in the market for portable engines mounted on wheels and on sills, from six to thirty horse-power.

Evaporating Machinery.—The Scholz Extract & Manufacturing Co., Roanoke, Va., is in the market for fruit evaporating machines of all descriptions. Address Louis A. Scholz, president.

Extracts.—R. Haden Penn, Springwood, Va., wants addresses of firms manufacturing or distilling extract of wintergreen, etc.

Flour Mill.—R. W. Moore, Mineral, Va., wants estimates on a 30-barrel roller flour mill.

Flour-mill Machinery.—Nesbitt & Sons, managers, Cedar Falls Roller Mills, Cedar Falls (P. O. Piedmont, S. C.), will increase capacity of their mill from fifty to seventy-five barrels per day, and are in the market for machinery; will also erect a 50,000-bushel elevator, and are in the market for prices on machinery, etc.

Flour-mill Machinery.—D. A. Swank, Edom, Va., wants prices on flour-mill machinery.

Flour-mill Machinery.—Whitaker Bros., Dutch Mills, Ark., want prices on flour-mill machinery.

Flour-mill Machinery.—D. H. Hinegardner, Good's Mills, Va., wants prices on equipment for 25-barrel flour mill.

Flour-mill Machinery.—P. L. Culler, Feagville, Md., is in the market for flour-mill machinery.

Flour-mill Machinery.—H. J. Krise, Cragertown, Md., is in the market for roller flour-mill machinery.

Flour-mill Machinery.—Guthrie Mill Co., Guthrie, Ky., will change its bolting system, and wants catalogues, etc., on different systems of machinery.

Flour-mill Machinery.—H. S. Jenkins & Co., Leesburg, Va., are in the market for flour-mill machinery.

Flour-mill Machinery.—W. N. Stier and Joe R. Durham, Dawson Springs, Ky., are in the market for machinery for 50-barrel flour mill.

Flour-mill Machinery.—I. N. Sharpe & Son, York Collegiate Institute, N. C., want prices on roller flour-mill machinery.

Flour-mill Machinery.—O. C. Beerbow, Jamestown, N. C., wants prices on flour-mill machinery.

Flour-mill Machinery.—William Osteen, Hardison Mills, Tenn., will want prices on flour-mill machinery (sifter system).

Flour-mill Machinery.—Marbut & Wooten, Cassville, Mo., are in the market for flour-mill machinery.

Flour-mill Machinery.—W. H. Capps, Bradford, Tenn., will probably be in the market for roller flour-mill machinery.

Flour-mill Machinery.—Blackburn Bros., Gallatin, Mo., want prices on the latest flour-mill machinery.

Flour-mill Machinery.—W. J. Dearmore, Mountain Home, Ark., is in the market for flour-mill machinery.

Foundries, etc.—Martin Armstrong desires to have manufactured a patent wire-staple hammer and wants to correspond with foundry and sheet steel manufacturing companies.

Gasoline Engine.—See "Engine."

Grain Elevator.—Mackenzie & Winslow, Fall River, Mass., will be in the market for grain-elevator machinery in March or April.

Hardware Cases.—Mayberry & Watson Co., Birmingham, Ala., wants estimates on interior finish hardware cases and boxes.

Heating Apparatus.—Truett Bros., Franklin, Tenn., are in the market for heating apparatus for two greenhouses.

Heating Apparatus.—Choate & Thompson, Dublin, Ga., want church-heating supplies.

Heating Apparatus.—P. Thornton Marye, Newport News, Va., is in the market for heating apparatus.

Heating Apparatus.—Mayberry & Watson Co., Birmingham, Ala., wants estimates on furnaces for heating store building.

Humidifiers.—Coosa Manufacturing Co., Piedmont, Ala., wants to contract for humidifiers.

Ice Machinery.—C. C. Chollar, secretary Board of Trade, Arcadia, Fla., wants estimates on ice machinery.

Ice Machinery.—See "Cold-storage Machinery."

Ice Machinery.—Robert Randolph, Russellville, Ky., wants ice cans, brine tank and pumps.

Knit-goods Brokers.—W. A. Bates, cashier Bank of Commerce, Atlanta, Ga., wants addresses of brokers or manufacturers' agents for underwear or knit goods.

Knitting Machinery.—W. B. Jordan, Dillon, S. C., wants estimates on from eight to fifteen knitting machines and information regarding cost of operation, etc.

Knitting-mill Machinery.—D. M. D. McLeod, Bennettsville, S. C., wants addresses of manufacturers of knitting machinery.

Laundry Machinery.—Estimates are wanted on steam-laundry machinery. Address C. C. Chollar, secretary Board of Trade, Arcadia, Fla.

Lighthouse.—Sealed proposals will be received at the office of the lighthouse engineer, Baltimore, Md., until March 15 for furnishing the material and labor of all kinds necessary for the erection and delivery of the Hooper Island lighthouse, Maryland, in accordance with specifications, copies of which, with blank proposals and other information, may be had upon application to W. A. Jones, lieutenant-colonel, United States Army.

Luminous Prisms.—Mayberry & Watson Co., Birmingham, Ala., wants estimates on luminous prisms for lighting store building.

Machine Tool.—W. N. McAnge & Co., 164 Main street, Suffolk, Va., want small screw-cutting lathe.

Machine Tools.—D. den Bleyker, No. 40 Wall street, New York, N. Y., is in the market for new or second-hand twelve engine lathes ranging from 10-inch to 30-inch swing; two crank shapers, one 24-inch and one 18-inch swing; two B. and S. milling machines, one No. 2 and one No. 3 and one plain; three drill presses, one 28-inch and one 24-inch and one 20-inch swing; two sensitive drills; two planers, one 30-inch and one 42-inch; two screw machines, one one-half-inch and one seven-eighths-inch capacity.

Mattress Machinery.—E. A. DuBose, of the Waxahachie Mattress and Cotton Factory, Waxahachie, Texas, wants to correspond with manufacturers of mattress machinery, comfort machinery, etc.

Metal Work.—Sealed proposals will be received at the office of the lighthouse engineer, Baltimore, Md., until March 15 for furnishing the material and labor of all kinds necessary for the completion and delivery of the metal work for Hooper Island lighthouse, Maryland, in accordance with specifications, copies of which, with blank forms of proposals and other information, may be had upon application to W. A. Jones, lieutenant-colonel, United States Army.

Mining Equipment.—J. J. Newman, Salisbury, N. C., is in market for mining equipment for gold, silver, copper, lead, zinc and sulphur mines.

Oil-mill Machinery.—Dillon Cottonseed Oil Mill, C. S. Herring, secretary-treasurer, Dillon, S. C., wants to buy 60-ton oil mill complete, including power.

Oil-mill Machinery.—A. T. Schmid & Co., care of John Rogers, Wynnewood, I. T., is in the market for material for cotton-oil mill.

Oil-mill Machinery.—The Board of Trade, Guntersville, Ala., wants information on a cottonseed-oil mill, how small a plant can be operated with profit, cost of same, etc. Address E. O. Neely, secretary.

Packing-house Equipment.—See "Cold-storage Machinery."

Paper Machinery.—George W. Dudley, San Antonio, Texas, proprietor Dudley Machinery & Supply Co., is in the market for machinery to manufacture paper from rags and scrap paper.

Piping.—See "Water Works."

Piping.—Sealed proposals will be received until March 1 for furnishing, according to specifications, the following material (more or less): 600 feet of 24-inch sewer pipe, 400 feet of 30-inch sewer pipe, 450 feet of 30-inch sewer pipe. Copies of specifications

and proposal sheets for furnishing the above-named material can be had on application. A certified check drawn to the order of the mayor and city council for \$100 must accompany each bid. The contract will be awarded to the lowest responsible bidder; William W. Varney, city commissioner, Baltimore, Md.

Pumping Engines.—Sealed tenders, addressed to the chairman of the fire, water and light committee, for the supply and delivery of two pumping engines, each having a pumping capacity of 5,000,000 imperial gallons per day, will be received at the office of the undersigned up to April 3. Specifications may be seen at office of H. N. Ruttan, city engineer, from whom forms of tender and full information may be obtained. Each tender must be accompanied by an accepted check or cash deposit for the sum called for in form of tender supplied, which will be subject to forfeiture in case of failure to enter into a written contract if called upon to do so. No tender necessarily accepted; C. J. Brown, city clerk, Winnipeg, Canada.

Railway Equipment.—Hywel Davies, general manager, 1422 Garvin Place, Louisville, Ky., wants to buy a 30 to 40-ton standard-gauge switch engine, warranted to carry a boiler pressure of 125 to 140 pounds, suitable for mine work and to handle ten empty railroad cars on a 2 per cent. grade.

Railway Equipment.—H. F. Schenck, Lawndale, N. C., wants bids on 400 tons of 20 or 25-pound second-hand or new steel rails and on three-foot gauge locomotive.

Roofing.—J. H. Newman, Salisbury, N. C., is in the market for roofing.

Roofing.—Truett Bros., Franklin, Tenn., are in the market for metal roofing for two greenhouses 75x18 feet.

Saw and Planing Mills.—Adkinson Bros., Carrollton, Ky., want to buy equipment for saw and planing mills, new or second-hand; will buy double-circular mill for 60-inch bottom and 30-inch top saw, small planing outfit, 85-horse-power engine, etc.

Saw Mill.—See "Engine."

Saw-mill Machinery.—Kelley & Clark Mill Co., Eunola, Ala., wants one second-hand log turner.

Scales.—See "Water Works."

Sewers.—Sealed proposals will be received at the office of the city engineer, Norfolk, Va., until March 9 for the construction of sewers in the fifth or Brambleton ward. Forms of proposals, copies of specifications and all necessary information can be obtained at the office of city engineer. Each bid must be accompanied by a certified check for \$2000. Bond required. Usual rights reserved. The local board of improvement of Brambleton ward, Norfolk, Va.; C. J. Jones, president.

Silver-plating Machinery.—Southern Silver Plating Co., Norfolk, Va., is in the market for dynamos, motors, generators, and wants bids on entire plant, which will be built at a cost of \$1500.

Structural Steel.—P. Thornton Marye, Newport News, Va., is in the market for structural steel.

Tin Cups.—J. M. Ross, Dayton, Tenn., wants to purchase a quantity of quart berry cups.

Water-wheel.—E. C. Warner, Dillon, Miss., wants a second-hand 24 or 28-inch turbine wheel.

Water Works.—Bids will be received until March 15 for constructing gravity system, with twelve miles pipe and masonry reservoir. Address J. E. Poindexter, clerk, Fayetteville, Tenn.

Water Works.—C. H. Dean, San Antonio, Texas, is in the market for a quantity of wrought-iron pipe, scales of all kinds, a standpipe to hold 100,000 gallons, general fittings for a water-works system, a large steam pump, well castings and general machinery.

Well-drilling Machinery.—J. J. Littlejohn & Co., Jonesville, S. C., want addresses of manufacturers of well augers and boring machinery.

Woodworking Machinery.—Tarver Waddell, Helena, Ark., wants a wood-sawing outfit, new or second-hand, including engine, saw and wood-splitter, with elevator.

Woodworking Machinery.—High Point Furniture Co., High Point, N. C., is in the market for one 24 or 30-inch planer and one 12-inch jointer.

Woodworking Machinery.—Wanted—Large lathes that will swing sixty inches over the carriage; compound rest, with cross feed, sixteen feet between centers preferred; also one heavy planer, platen thirty-six inches wide, thirteen or fourteen feet long. Address Box 164, Worcester, Mass.

Woodworking Machinery.—Albemarle Lum-

ber & Construction Co., Charlottesville, Va., wants catalogues and prices on woodworking machinery.

GENERAL INDUSTRIAL NEWS.

R. L. Robinson is a director of the Linden Oil Co., recently formed at Pittsburg, Pa.

The Wright & Colton Wire Cloth Co. at Palmer, Mass., may add a rolling mill to its works.

W. R. Crary is interested in the Crary Car Coupler Co., which will manufacture couplers at Hicksville, O.

The S. A. Smith Co., of Brattleboro, Vt., is formed to manufacture children's carriages with \$100,000 capital.

Plans have been prepared for an addition to the wheel factory at Pontiac, Mich., which will be 254x150 feet in size.

The Pneumatic Tool Co. will manufacture tools at 109 Market street, Camden, N. J. J. B. Harris may be addressed.

C. H. Porter is one of the directors of the Automatic Turning Co., formed with \$100,000 capital at Michigan City, Ind.

The Sauer Milling Co., recently formed at Edwardsville, Ill., has \$50,000 capital. William Sauer is one of the directors.

The Brown & Bonnell Iron Co., of Youngstown, Ohio, may erect a blast furnace in connection with its present plant.

Simon J. Donovan and others have formed the Winthrop Gas & Electric Co. to supply heat and light at Winthrop, Mass.

A recent Chicago incorporation is the Flexible Pipe Joint Co., with \$150,000 capital. M. B. Craft is one of the directors.

It is understood that the fire-brick works at Fairfield, Pa., owned by the Reese & Hammond Brick Co., are to be enlarged.

The Patterson-Busby Co., in which William O. Patterson is a director, will manufacture wooden hoops at Indianapolis, Ind.

It is understood that William Butler has determined to erect a glass factory at Upland, Ind., which will contain two furnaces.

The McCall Manufacturing Co., at Orange, N. J., will manufacture hats. James Robinson, of Newark, N. J., may be addressed.

The Beardsley Manufacturing Co., at Cleveland, Ohio, will make sheet metal ware and will also conduct a lithographing plant.

The Tyler Pipe & Tube Co., of Washington, Pa., it is understood, has let contracts for an additional building to be 40x140 feet in size.

The Sioux City Brewing Co. has been formed at Sioux City, Ia., with \$300,000 capital. G. W. McHenry is one of the directors.

A recent Iowa incorporation is the Wild Rose Mining Co., of Des Moines, with \$250,000 capital stock. W. H. Bates may be addressed.

Thomas Oliver, of Lockport, N. Y., is interested in the Oliver Bros. Co., which will engage in manufacturing with \$24,000 capital stock.

At Carbondale, Pa., the Carbondale Machine Co. will manufacture specialties with \$50,000 capital stock. N. H. Hiller may be addressed.

The Hayward Buggy Co., at Minneapolis, Minn., will manufacture vehicles with \$10,000 capital stock. E. D. Hayward may be addressed.

Messrs. Flather & Co., of Nashua, N. H., may secure an additional building in order to enlarge their works. It will be utilized as a foundry.

Robert L. Paine, of Providence, R. I., is interested in the Whittle Dye Works at Cranston, R. I. This company has \$20,000 capital stock.

H. H. Jones and others have formed the Twentieth Century Manufacturing Co. at St. Louis, Mo., to manufacture notions with \$50,000 capital.

The Howard Plate Glass Works Co., at present located at Duquesne, Pa., it is understood, may remove its plant to Charleroi, in the same State.

The Columbia Brick Co., of Columbia, Pa., has determined to erect an addition to its plant, which will give an increased output of 25,000 bricks daily.

David Gerourard, of Spencer, Mass., is interested in the Ne Plus Ultra Yeast Co., formed to manufacture this article, with \$150,000 capital stock.

James R. Hastings, of 185 Dearborn street, Chicago, Ill., is a director of the Vulcan Copper Mining Co., recently organized with \$1,000,000 capital stock.

It is understood that the Ohio Plate Glass

Woodworking Machinery.—Globe Pattern Works, Chattanooga, Tenn., will need matchers, molders, resaws, band saws, etc.

Co. will rebuild its factory at Dunkirk, Ind., recently destroyed by fire, at once. M. L. Case may be addressed.

The Colonial Match Co., at Matteawan, N. J., has been formed to manufacture matches with \$10,000 capital stock. Isaac Johnson is one of the incorporators.

The addition to the chemical works of Baugh & Son, of Philadelphia, will be 42x75 feet in dimensions. Contracts, it is understood, are about to be let.

A recent California corporation is the Butterworth Stained Glass Works at San Francisco, with \$50,000 capital stock. T. C. Butterworth may be addressed.

A dispatch from Akron, Ohio, is to the effect that the McNeil Boiler Co. may be reorganized and the plant operated by a new corporation in the near future.

T. C. Miller has secured control of the Marinette Iron Works, of Marinette, Wis., and it is understood that they will be placed in operation in the near future.

The Klerner Furniture Co., organized at New Albany, Ind., with \$50,000 capital stock, will manufacture furniture of various kinds. Peter Klerner may be addressed.

Another metal tube manufacturing company has been formed in New Jersey, with \$75,000 capital. Francis D. Pollak, at Summit, N. J., is one of the directors.

Messrs. Hubert Bros., at Mountain Lake, Minn., will erect a grain elevator to hold 75,000 bushels in the near future. Bids are now being received for the work.

Henry Cummins, of 11 Broadway, N. Y., may be addressed relative to the Mora Copper Co., recently incorporated in West Virginia with \$5,000,000 capital stock.

A dispatch from Burlington, Vt., is to the effect that the proposed addition to the plant of the Queen City Cotton Co. will give it room for 20,000 additional spindles.

Henry E. Brown has secured a contract for building the factory and other shops which will form additions to the plant of Messrs. Baker Bros. at Toledo, Ohio.

A new shoe-manufacturing company recently formed in Indiana is the Miller Company, which will do business at Fort Wayne. William Miller is one of the directors.

J. V. Rose, of Sharon, Pa., is reported as having purchased the De Forest Works, also located near that point, which will be merged into the plant he is now building.

The Church Manufacturing Co., recently formed at Pittsburg, Pa., will manufacture patents of Walter A. Church. It is understood that a plant is to be built immediately.

E. W. Ulman is one of the directors of the McMurray Co., recently formed at Watervliet, N. Y. It is understood that the company will operate a foundry and machine shop.

The East Jersey Electric Co. has been formed, with \$1,000,000 capital stock, to manufacture electricity, etc. Among those interested is Joseph P. Cooper, of Rutherford, N. J.

The Western Electric Co. has let contracts for several buildings at Chicago, which it is calculated will cost \$250,000. The main building will be eight stories high and 124x50 feet in size.

The Cumberland Coal Co., which will have its offices at Albany, N. Y., has \$200,000 capital stock, and will do a mining business. Franklin C. Curtiss, of Albany, is one of the directors.

The Wilson Crate Co. has been formed in New Jersey to manufacture a patent crate, with \$125,000 capital stock. William F. Wilson, of Mount Vernon, N. Y., is one of the directors.

The Hilles & Jones Co., of Wilmington, Del., it is understood, will construct a steel machine shop to be about 80x150 feet in dimensions. It will be equipped with a 40-ton electric crane.

The malleable-iron plant of the Sterling-Worth Supply Co., of Easton, Pa., will consist of four buildings. The largest is to be 100x200 feet in size. It will be in operation about April 1.

E. H. Rider, of Bellaire, Ohio, and others have formed the Stanton Heater Co. at that place. It is to have \$50,000 capital stock and will manufacture a heater invented by Henry Stanton.

C. F. Mayer and W. H. Carpenter are interested in the Rahn & Mayer Co., recently

formed at Cincinnati, Ohio, with \$30,000 capital. This company will make a specialty of machine tools.

A recent New Jersey incorporation is that of the George W. Bailey Co., for coal-mingling purposes. It has \$100,000 capital stock. Harold L. Merrick, of Collingswood, N. J., is one of the directors.

The building to be constructed by the Columbus Brewing Co., of Columbus, Ohio, it is understood, will be four stories high and 130x150 feet in size. Plans have been prepared for the building.

The business men of Newcomerstown, Ohio, are endeavoring to secure the establishment of a factory in that place for making iron pipe, and will issue bonds to aid the company interested.

A dispatch from Syracuse, N. Y., is to the effect that the buildings recently secured by Kane & Roach, in that city, will be utilized for manufacturing general machinery; also for warehouse purposes.

A new enterprise at Carbondale, Pa., is the Cloverleaf Manufacturing Co., with \$100,000 capital stock. It will manufacture wood and metal specialties. C. E. Spencer is a director of the company.

The cracker factory being constructed by R. A. Johnston at Milwaukee, Wis., will be 140x117 feet in size and five stories high. All contracts have been let for the building. Messrs. Crane & Barkhausen, of Milwaukee, are the architects.

Another air-power company has been incorporated to do business in New York city. It is termed the North American Air Motor Co., and has \$1,000,000 capital stock. Carey & Whitridge, of 59 Wall street, are attorneys for the company.

E. H. Dyer & Co., of Cleveland, Ohio, have secured a contract for the beet-sugar factory to be built at Benton Harbor, Mich. The main building will be 290x60 feet in size. The Wolverine Sugar Co. is the owner. H. M. Olney is president.

The Lukins Iron & Steel Co., of Coatesville, Pa., it is understood, has decided to erect an open-hearth steel plant which will consist of ten furnaces having a total capacity of 500 tons. The company may also install a new universal mill.

The company which proposes to develop water-power on the Burnside river, in Minneapolis, has been incorporated, with offices at Duluth. It is called the Burnside River Co. Samuel Simpson, of Minneapolis, Minn., is one of the directors.

In a letter to the Manufacturers' Record the Pittsburg Horseshoe Co., of Pittsburg, Pa., states that it is now securing land for its proposed plant, and will soon complete the arrangements for building. Its offices are at 307 Ferguson Building.

Messrs. Tutelman Bros. & Faggen, whose present factory is located at Frankford, Philadelphia, Pa., are negotiating with parties in Philadelphia for another building, but have made no arrangements as yet. The firm manufactures garments of various kinds.

On February 16 the foundry of the Crown Smelting Co. at Chester, Pa., was damaged by fire to the amount of \$20,000; the Thomas Lumber Co.'s plant at Akron, Ohio, was damaged \$100,000, and the knife factory of Wadsworth & Son at Auburn, N. Y., was damaged \$75,000.

The combination of car builders of the United States, recently referred to in the Manufacturers' Record, will have \$60,000,000 capital stock. It is entitled the American Car & Foundry Co., and it is calculated the combined factories have an output of 86,500 freight cars annually.

A report is current that the Carnegie Steel Co. has finally decided to construct a gun factory in connection with its Pittsburg works, or near them. According to the report, the gun factory will be one of the largest, if not the largest, in the world, and will employ several thousand men.

Bids, it is understood, will soon be solicited for the proposed dam which forms a portion of the new water-supply system of Boston, Mass. It will be one of the largest in the country, and will be built in the Wachusett valley. The chief engineer of the water-works department at Boston will give further particulars.

J. C. Hanley, business manager of the Farmers' Alliance at St. Paul, Minn., informs the Manufacturers' Record that it is proposed to build elevators at Duluth, Minn., and Buffalo, N. Y. The association may also build a number of flour mills, each having a capacity of fifty to 200 barrels daily. The elevators will be of 20,000 to 30,000 bushels capacity.

A combination of chemical companies having works in New York and New England, also the West, has been formed under the

title of the General Chemical Co., which will have its local offices at Philipstown, N. Y. The capital stock is placed at \$25,000,000, of which one-half is preferred and one-half common. E. H. Rising, of Cleveland, Ohio, is one of the directors.

Recent fires in industrial plants are as follows: New Jersey Steel & Iron Co. at Trenton, N. J., damage \$50,000; the plant of the Manhattan Brass Co., New York, \$250,000; plant of the Harblson-Walker Co. at Clearfield, Pa.; hat factory of Kahn, Fellheimer & Co., West 3d street, Cincinnati, \$500,000; the Brooklyn Sulphur Co., of Brooklyn, N. Y., damaged to the extent of \$15,000; chair factory of B. Duane & Co. at South Ashburnham, Mass., \$10,000; Standard Vinegar Co.'s plant, Somerville, Mass., \$30,000, and G. R. Gallen's tannery, Charlestown, Mass., \$10,000.

The Electric Company of America, which has recently obtained control of several large illuminating plants in Eastern cities, it is stated, contemplates erecting a power station at Scranton, Pa., from which an electric current will be supplied to Philadelphia, New York and possibly Baltimore and other cities. It is claimed that the company has a process by which the waste of anthracite or "culm" can be used as fuel at a cost of twenty cents a ton. A dispatch from Scranton is to the effect that the company has purchased about 400 acres of coal land in that vicinity, and that the power station will be erected at this point. William C. Whitney, at New York, is one of the principal directors of the company.

TRADE NOTES.

Warren Webster in Cincinnati.—The Warren Webster Co., of Camden, N. J., has established a branch office in Cincinnati, Ohio, with W. C. Green as manager.

Agency Extended.—The Steel & Iron Metal Coating Co., of West Chicago, Ill., has extended the territory of its New York agent, Mr. A. C. Jessup, to the New England States.

Bobbin Mill and Residence.—A suburban home at Athens, Ga., with orchard, vineyard, water system, etc., and a spool and bobbin mill attached, is offered for sale by Mr. H. H. Carlton. (See advertisement).

Greer Machinery Company.—The Greer Machinery Co., of Knoxville, Tenn., has established headquarters at 111 Jackson street, in the Jackson Building, Knoxville, Tenn., where it will continue until its large buildings that were burned can be rebuilt. Latest catalogues, with jobbers' discounts, are solicited.

Bail Engines Installed.—Recent installations of the engines made by the Ball Engine Co., of Erie, Pa., include one 100-horse-power engine, direct connected to 60-kilowatt generator, in Chicago; engine for electric plant in Paterson, N. J., and engine for direct connection to generator in Denver, Col.

Prosperous Architects.—Messrs. Perry Andrews & Bro., of Atlanta, Ga., report that their architects' business for the past three or four years has been generally successful. The present year has opened with excellent prospects for the firm, and they have large contracts at Gaffney, S. C.; Camden, S. C., and Orangeburg, S. C.

Water Wheels in South and West.—The American Impulse Wheel Co., of New York, reports that it is receiving many inquiries from the South and West for impulse water wheels and turbines, and has many gratifying letters as to the results of installations. The company says its aim is to give the best work, and claims to succeed thoroughly.

A Popular Packing.—"Rainbow" packing sold last month to the amount of 200 tons. Every day brings unsolicited testimonials to the Peerless Rubber Manufacturing Co., of 16 Warren street, New York, as to the extreme satisfaction the "Peerless" line of packings is giving. The factory, in order to meet requirements, is being run day and night.

Iron Works for Sale.—One of the most completely equipped iron works in Pennsylvania is being offered for sale. The plant includes skelp mill, six double puddling furnaces, three heating furnaces, three trains of rolls and two butt-weld-pipe furnaces, with threading machines complete. For further particulars see advertisement of Frank Samuel.

Cotton-Machinery Orders.—The Boston Duck Co., Bondsville, Mass., has placed a repeat order for revolving flatcards with the Saco and Pettee Machine Shops, Newton

Upper Falls, Mass. M. G. Stone, Esq., treasurer of the Whitney Manufacturing Co., Whitney, S. C., has placed an order for revolving flatcards, drawing, roving and spinning machinery with the same company.

Cylindrical Valve Wedge.—"Though this feature of the Scott valves has been on the market for a good many years," said Mr. Thomas, of the Roe Stephens Manufacturing Co., of Detroit, "engineers are just commencing to realize its full value. Scott valves are being specified more than ever before by the most eminent engineers in the world. Our foreign orders alone are something remarkable."

By Atlanta Office of General Electric.—The Atlanta (Ga.) office of the General Electric Co. has lately taken orders for sixty street-car equipments and one 850-kilowatt railway generator at New Orleans; isolated light plant, approximately 1000 lights, at Abbeville, S. C.; five street-car equipments at Augusta, Ga.; municipal lighting plant, to consist of arc and incandescent lighting, at Orangeburg, S. C.; additional motors for water-power plant at Columbia, S. C.; additional motors for cotton factory at Columbia, S. C.; sixteen street-car equipments at New Orleans, and 50-kilowatt generators, etc., at Birmingham, Ala.

More Contracts for York Ice Machinery.—Additional contracts for ice machinery are constantly being placed with the York (Pa.) Manufacturing Co. The most recent orders included one for a 200-ton refrigerating machine at Indianapolis; for a 15-ton ice and refrigerating plant at Elwood, Ind.; 10-ton plant addition to factory at Frederick, Md.; 7½-ton direct-expansion refrigerating plant at Elmira, N. Y.; 60-ton cross-compound ice-making machine at Germantown, Pa.; 10-ton ice factory at McKinney, Texas; 20-ton ice plant at Jackson, Tenn.; 15-ton ice-making and cold-storage plant at Elwood, Ind., and 25-ton refrigerating and ice plant at Central City, W. Va.

Ice and Refrigerating Machines.—The system of ice and refrigerating machinery treated in the catalogue before us is protected by a number of valuable patents of the company's own invention, and buyers of any of the apparatus are guaranteed absolutely against loss by reason of litigation growing out of alleged infringements. The Frick Company, of Waynesboro, Pa., whose catalogue is in view, is constantly making new improvements, taking out new patents and acquiring others by purchase, thus keeping abreast of the times and thereby enabling it to manufacture up-to-date apparatus of exceptional merit. The Frick Company's machinery is known all over this country and in foreign countries, its branch offices being widely established. Catalogues on application.

Oil Cups.—Messrs. Charles H. Besly & Co., 10 and 12 North Canal street, Chicago, report numerous large orders for their celebrated Helmet oil and Perfection and Bonanza oil cups. Among others, shipments have been made to J. I. Case Threshing Machine Co., Pullman's Palace Car Co., Charles Parker Co., Cleveland Machine Screw Co., Crane Elevator Co., Brown Holsting & Conveying Machine Co., Gormully & Jeffrey Manufacturing Co. and Pope Manufacturing Co. The last two parties use this oil for assembling wheels, coating steel balls, as well as ball bearings and other wearing parts with same. The Pope people have adopted this oil for use on their chainless wheels. The McCormick Harvesting Machine Co., Otis Elevator Co., American Steel & Wire Co., are ordering Bonanza oil cups for use on their machinery.

Economical Destruction of Town Refuse by the Meldrum Furnace.—One of the leading problems of recent conduct of municipal affairs has been to obtain an economical method of destroying town refuse, garbage, etc. A number of devices and sets of apparatus for this purpose have made their appearance, one especially noted being the "Simplex" destructor, built by Meldrum Bros., of the Atlantic Works at Manchester, England. The chief feature of a really good destructor will readily be acknowledged to be efficiency in destroying all noxious material without creating a nuisance, and when this is combined with the production of a large amount of power, the whole plant becomes a source of economy, or even profit, providing the first cost is not excessive. Meldrum Bros. claim that these desired objects are fully obtained with their apparatus. Printed information, with tables of tests and other pertinent particulars, can be obtained on application. Another important product of the Meldrums is a furnace for forced draught or waste fuels. The maximum of steam, minimum of cost and minimum of smoke is claimed to be obtained

with this furnace. Up to date there have been over 6000 of these furnaces fitted, representing in steam production considerably over 1,000,000 horse-power, and this fact is ample testimony of the furnace's practical value. Booklet regarding this furnace is ready for those interested. Messrs. Meldrum Bros. are represented in the United States by Mr. Alfred Hendriks, of No. 1 Broadway, New York, to whom inquiries may be addressed.

The Lubrication Problem.—The problem of lubrication is one claiming at all times the attention of companies operating manufacturing plants. There are many devices and materials on the market for the perfection of lubrication, and it is the intention here to call attention to the product and methods of the Perfect Lubricating Metal Co., of Cincinnati. This company makes very strong claims for its metal, as will be seen in the following extract from one of its leaflets: "It is the only metal where graphite is successfully employed as one of the ingredients, making it self-lubricating, causing it to run smooth, without any possible friction, and saving a vast amount of oil; it being light, one pound will do the same amount of work that will require from two to three pounds of other metals; it is a phosphorized tin metal, making it wear like bronze; it will last longer than other metals, and will stand extraordinary heavy strains; it is composed of the best tin and other high-class materials, and guaranteed to contain no lead; it is the cheapest metal on the market."

Steam Windlasses for New Ships.—The importance and merit ascribed to steam windlasses is well borne out by recent adaptations of that device for some of the largest ships in course of construction in American shipyards. Of the largest boats to which reference is made may be mentioned the four steamers being built for the American Mail Steamship Co., which will have steam windlasses. The two single-screw steel steamers being built for the Old Dominion Line will have steam windlasses and capstans. An oil-tank steamer now nearing completion at the Roach yards will have steam windlass, steam capstan and steam towing machine (for two-inch diameter steel hawser). The latest new oil barge will have steam windlass and capstan, and the sea-going tug just delivered to New Orleans wreckers will have a double-barreled capstan, with quick-gear engines, and a Shaw & Spigle towing machine. These windlasses, capstans and towing machines are the well-known product of the American Ship Windlass Co., Frank S. Manton, agent, Providence, R. I.

Machine Tools in Europe.—The Grant Machine Tool Works, of Cleveland, Ohio, have appointed Markt & Co., 193 and 194 West street, New York city, as sole agents for Continental Europe, with offices and showrooms in Paris, Hamburg and St. Petersburg, and Chas. Churchill, Limited, whose main office is at 9-15 Leonard street, London, with branch offices and showrooms at Birmingham, Manchester and Glasgow, as sole agent for the United Kingdom, and the Marshall & Huchart Machinery Co., 62-64 South Canal street, Chicago, as sole agent for Chicago and surrounding territory. The Grant Company is building at present a line of machines which are representative of the highest type of modern machine tools, and embody many new time and labor-saving features. The line includes milling machines, semi-radial drills, hand lathes, engine lathes, special cylinder-ring lathes, improved countershafts containing seven parts only, and some other specialties. John J. Grant, formerly mechanical expert of the Cleveland Machine Screw Co., is mechanical engineer of this company. A postal inquiry will bring an answer of interest to those who are in the market for machine tools.

TRADE LITERATURE.

Graphite.—Volume I, No. 3, of "Graphite," issued by the Joseph Dixon Crucible Co., of Jersey City, N. J., contains much material of interest to those interested in graphite, either directly or indirectly.

Learn to Draw.—Learn to draw as an accomplishment or for self-support is the subject of a leaflet issued by the International Correspondence Schools, of Scranton, Pa. Copies furnished on application.

Bulletin G.—Bulletin G (second edition), dated February, 1899, treats of the Sturtevant generating sets, with automatic horizontal and upright engines, as made by the B. F. Sturtevant Co., of Boston, Mass.

Fence Talk.—"Fence Talk" is the title of booklet issued by Messrs. Ellis & Helfen-

berger, of Indianapolis, Ind., manufacturers of wrought-iron and wire fencing for all purposes. This company owns a large factory, where it produces a varied line of the goods it has made a specialty.

"Just Around the Corner."—Just around the corner is where Woods' steel corner gets in its work, so the manufacturers of it entitle their booklet "Just Around the Corner." A full explanation of the device is given in the booklet. Address Messrs. Gara, McGinley & Co., of Philadelphia, for a copy.

Official Endorsements.—In a tastefully decorated portfolio marked "Official Endorsements" there has been issued some twenty fac-simile letters received from various railway companies in recommendation and praise of the "Syracuse" changeable electric headlight, manufactured by the Crouse-Hinds Electric Co., of Syracuse, N. Y.

"File Philosophy" Gratis.—We omitted to mention in our recent notice of this little book, published by the Nicholson File Co., that it would be supplied gratis upon request. Address the main office at Providence, R. I. The book is being circulated widely, and is received with the utmost favor by all interested in files and their uses. It is of very practical value, and is highly appreciated by all who receive it.

Roofing Slate.—Year after year architects are growing to favor more and more the use of slate as a roofing as they come to know better its many marked points of merit. Messrs. John Galt & Sons, of 253 Broadway, New York city, are miners of and dealers in all kinds of roofing slate, structural slate and milled stock. The firm's booklet on roofing slate tells of the advantages which that material possesses for the purpose specified. Careful consideration of the material is given in the booklet and some information of interest appears therein.

Rubber Mats and Mattings.—The New Jersey Car Spring & Rubber Co., of Jersey City, N. J., has issued a new catalogue of the rubber mats and mattings which it manufactures. This catalogue is almost entirely given up to illustrations and descriptions, together with price-lists of mats and mattings for a great variety of purposes. Reference is made to a variety of shapes and patterns of plain and monogram mats for floor use, corrugated stair treads, street-car-step treads, carriage mats, table mats, coin mats, as well as a miscellaneous line for barbers, dentists and other uses. Catalogue furnished on request.

Warpers for Cotton Mills.—The Denn warpers are in use throughout this country and England, the manufacturer of same making a specialty of warping machines and applying to same its electrical stop-motion to all creels. The Globe Machine Works, of Frankford, Philadelphia, Pa., makes these machines, and special work is also given prompt and accurate attention. The electrical stop-motion referred to above can be applied to any creel, so that mills having good warping machines and no positive stop-motion can have their capacity increased very largely by its introduction and their warping greatly improved.

Municipal Electricians' Association.—Of much interest is a copy of the proceedings of the executive committee of the Municipal Electricians' Association, which has been received at this office. This association is the one formerly known as the International Association of Fire and Police Telegraph Superintendents and Municipal Electricians. This association opens a new field, practically speaking, and is undoubtedly to find much favor with electricians throughout the country. On September 5 and 6 next a convention will be held at Wilmington, Del. Mr. John W. Ayden is president; W. Y. Ellett, of Elmira, N. Y., chairman, and Clarence E. Stump, of New York, secretary pro tem.

Big Depot for Miscellaneous Merchandise and Materials.—Miscellaneous merchandise and materials of all kinds are handled by the Chicago House Wrecking Co., of West 35th and Iron streets, Chicago. This company's business consists in the purchase and sale of entire stock of general merchandise and materials from sheriffs', receivers', assignees', manufacturers' and trustees' sales. In addition, large quantities of material are secured from buildings, factory plants, etc., that the company dismantles, and for eight years the business has been conducted successfully, its patronage coming from all parts of the world. This is the company that purchased and dismantled the World's Fair buildings and the Chicago postoffice and treasury buildings. Catalogue giving some idea of the extent of the goods handled can be obtained on application.

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FORTY-FOURTH ANNUAL REPORT.

OFFICE OF NORTHERN CENTRAL RAILWAY CO.

Baltimore, February 14, 1899.

To the Stockholders of the Northern Central Railway Co.:

The Directors respectfully submit the following report of the operations of the main line and of the railroads now operated under lease or otherwise by this Company for the year ending December 31, 1898.

These lines, with their mileage, are as follows:

Northern Central Railway.....	148.24 miles.
Elmira & Lake Ontario Railroad.....	90.61 "
Elmira & Williamsport Railroad.....	75.50 "
Lykens Valley Railroad.....	19.70 "
Shamokin Valley & Pottsville Railroad.....	36.87 "

EARNINGS.

From freight.....	\$4,886,454 63
" passengers.....	1,199,815 30
" express.....	122,463 08
" mails.....	93,424 57
" miscellaneous.....	361,870 53

Total earnings..... \$6,664,028 11

EXPENSES.

For maintenance of way and structures.....	\$884,448 21
" maintenance of equipment.....	1,016,646 53
" conducting transportation.....	2,792,025 97
" general expenses.....	118,121 56

Total expenses..... 4,811,242 27

Net earnings..... \$1,852,785 84

The gross earnings from operation of the Northern Central Railway and railroads controlled by it for the year ending December 31, 1898, were.....	\$6,664,028 11
And for the previous year.....	6,732,702 97

Showing a decrease in gross earnings of..... \$68,674 86

The expenses for the same period were.....	\$4,811,242 27
And for the previous year.....	4,798,366 52

Showing an increase in expenses of..... \$12,875 75

The net earnings for the same period were.....	\$1,852,785 84
And for the previous year.....	1,934,336 45

Showing a decrease in net earnings of..... \$81,550 61

OPERATING RESULTS.

	Earnings.	Expenses.	Net Earnings.
Main Line.....	\$4,554,329 02	\$3,042,510 56	\$1,511,818 46
Lykens Valley Railroad.....	82,413 23	56,182 65	26,230 58
Shamokin Division.....	455,950 19	221,483 20	234,466 99
Elmira Division.....	920,456 05	828,894 52	91,561 53
Canandaigua Division.....	650,879 62	662,171 34	*11,291 72

Totals..... \$6,664,028 11 \$4,811,242 27 \$1,852,785 84

*Excess of expenses.

INCOME ACCOUNT.

In addition to the net earnings as above stated.....	\$1,852,785 84
There was received from dividends and interest.....	339,248 00
Interest account, exchange, etc.....	14,282 27
Interest on equipment.....	29,660 90
Amount received from Pennsylvania Railroad Co., proportion of loss in operating Elmira and Canandaigua Divisions.....	120,963 28

Total net receipts..... \$2,356,940 29

From which deduct the following amounts:	
Rental Shamokin Valley & Pottsville Railroad.....	\$202,435 62
Rental Elmira & Williamsport Railroad.....	154,228 58
Rental Lykens Valley Railroad.....	34,999 92
	\$391,664 12

Interest on equipment:	
Shamokin Valley & Pottsville Railroad..	\$4,613 16
Elmira & Williamsport Railroad.....	16,041 97
	20,655 13

Payments on account of Elmira & Lake Ontario R.R. Co.:	
For interest on bonds.....	\$25,028 62
For taxes.....	25,232 39
For interest on equipment.....	17,497 81
	67,758 82

480,078 07

Deduct: \$1,876,862 22

Interest on funded debt.....	\$763,145 00
Interest on real estate mortgages and ground rents..	21,053 16
Interest on car trusts.....	12,376 21
Taxes.....	65,983 25
Sundry expenditures.....	8,935 23

Amount expended on air brakes and automatic couplers and other items not properly chargeable to capital account..... 75,785 02

947,277 87

Balance to credit of income account for 1898..... \$929,584 35

Out of which were paid cash dividends of 7 per cent..... 526,267 00

\$403,317 35

Deduct amount transferred to extraordinary expenditure account.... 200,000 00

Leaving amount to be transferred to credit of profit and loss account for 1898..... \$203,317 35

Amount to credit profit and loss account December 31, 1897..... \$2,489,128 94

Less reduction in valuation of capital stock of Elmira & Lake Ontario Railroad, etc..... 200,016 82

2,289,112 12

Balance to credit of profit and loss account December 31, 1898..... \$2,492,429 47

PASSENGER AND FREIGHT STATISTICS.

PASSENGER.

The number of individual passengers in 1898 was 3,826,779, equivalent to 58,618,976 passengers carried one mile, showing a decrease of 86,243 individual passengers, and an increase of 6,280,957 carried one mile.

Statement of the Average Earnings and Expenses per Passenger per Mile for the Years 1898 and 1897.

	Average Earnings from Transporting each Passenger per Mile.	Average Cost of Transporting each Passenger per Mile.	Average Profit or Loss from Transporting each Passenger per Mile.
	Cents.	Cents.	Cents.
1898.....	2.047	1.865	0.182
1897.....	2.112	2.144	Loss 0.032
Increase.....	0.214
Decrease.....	0.065	0.279

FREIGHT.

The number of tons transported in 1898 was 14,932,483, equivalent to 994,571,171 tons moved one mile, showing an increase of 352,258 tons, and an increase of 32,326,380 tons moved one mile.

The coal tonnage of the main line in 1898 was 4,371,429 tons, and in 1897, 4,429,040 tons, a decrease of 57,611 tons. There was a decrease in the traffic delivered to the Pennsylvania Railroad at Marysville and Rockville of 98,959 tons. The total coal tonnage to Baltimore was 923,635 tons, an increase of 48,167 tons.

The coal tonnage of the Lykens Valley Railroad was 518,153 tons in 1898 and 487,137 tons in 1897, an increase of 31,016 tons.

The coal tonnage of the Shamokin Division was 1,636,466 tons, and in 1897, 1,638,063 tons, a decrease of 1597 tons.

The aggregate movement of bituminous coal was 3,430,164 tons, an increase of 173,508 tons, and of anthracite coal 3,875,290 tons, a decrease of 49,080 tons. The tonnage of both classes amounted to 7,305,454 tons, as against 7,181,026 for the preceding year, being an increase of 124,428 tons in the actual aggregate of coal transported, irrespective of the number of divisions over which it was moved.

The amount of grain received at the elevators at Canton, as compared with the previous year, was:

1898.....	22,375,460 bushels.
1897.....	24,716,349 "

A decrease of..... 2,340,889 "

The amount of grain received at the local elevator, No. 2, in the city of Baltimore during the year was 2,106,344 bushels, as against 1,759,317 bushels in 1897.

The principal items of tonnage, besides coal and grain, were lumber, iron ore, manufactures of iron and petroleum.

Statement of the Average Earnings and Expenses per Ton of Freight per Mile for the Years 1898 and 1897.

	Average Earnings from Transporting each Ton of Freight per Mile.	Average Cost of Transporting each Ton of Freight per Mile.	Average Profit from Transporting each Ton of Freight per Mile.
	Cents.	Cents.	Cents.
1898.....	0.491	0.374	0.117
1897.....	0.525	0.382	0.143
Decrease.....	0.034	0.008	0.026

GENERAL REMARKS.

There were no charges to capital account during the year. The last certificates of Series G of the Pennsylvania Equipment Trust having matured and been paid during the year, 500 long gondolas which had been purchased under its terms now form a portion of your regular equipment. Further progress was made under the provisions of the Interstate Commerce legislation in equipping your freight cars with air brakes and automatic couplers.

The work of renewing the bridges and trestles was further continued on the various divisions, 1365 feet of steel and other permanent bridges being substituted for lighter structures. The most important renewals were on the Elmira & Canandaigua Divisions, where three steel deck and half through girder bridges, respectively 191, 196 and 257 feet in length, were substituted for Howe truss bridges.

There was a net increase of 1.78 miles in Company tracks and sidings. There were 6826 tons of new steel rails and 213,563 ties used in repairs and renewals, and additional sections were ballasted with stone and cinder.

Eight locomotives having been sold or condemned were replaced by standard power. Two passenger coaches were replaced by combined passenger and baggage cars, and another car of the same class rebuilt. There were 169 freight and eight cabin cars built to replace vacant numbers, and the equipment was increased through the Car Trust arrangement already referred to.

While there was an increased movement of tonnage, the receipts therefrom, owing to the reduction in rates, show a decrease of \$162,866.06; but the passenger traffic shows a material increase in revenue, or \$94,519.48. The expenses were practically the same as for the preceding year, the increased outlay in conducting transportation and maintenance of equipment having been almost offset by the reduction in the cost of maintenance of way.

In accordance with the terms of the Consolidated General Mortgage, the amount of bonds outstanding thereunder was reduced by the drawing, July 1, 1898, through the operation of the Sinking Fund, of \$147,000 of Series A and B.

The steady growth of Baltimore makes it necessary that your terminal facilities should keep pace with the increased traffic, and for the purpose of partially providing for the outlay thus required and other purposes, the Board has deemed it wise to set aside out of your income the sum of \$200,000, as stated in the early portion of this report. The freight warehouse at Bolton is now being extended to accommodate the produce business, and the necessary dredging is in progress at Canton to secure thirty feet of water at the piers and thus accommodate the largest class of steamships.

Dividends amounting to 7 per cent. were paid during the year, and a considerable surplus was carried to the credit of Profit and Loss.

The United States Supreme Court having decided that under the terms of the Anti-Trust Act the agreement of November 19, 1895, providing for the establishment and maintenance of the Joint Traffic Association, to which your Company was a party, was illegal, the same has been formally canceled and abrogated.

Mr. Daniel S. Newhall was appointed Purchasing Agent June 1, 1898, to fill the vacancy caused by the death of Mr. A. W. Sumner in the early part of the year.

Mr. George W. Creighton was appointed General Superintendent January 1, 1898, vice Mr. John M. Wallis, promoted to be General Superintendent of the Main Line of the Pennsylvania Railroad Co.

It gives the Board pleasure to acknowledge the zeal and fidelity of the various officers and employees in the discharge of their duties during the past year.

By order of the Board of Directors.

FRANK THOMSON,
President.

FINANCIAL NEWS.

The Manufacturers' Record invites information about Southern financial matters, items of news about new institutions, dividends declared, securities to be issued, openings for new banks, and general discussions of financial subjects bearing upon Southern matters.

New Corporations.

It is understood that Oscar McMullen is to be president of the Citizens' Bank being formed at Elizabeth City, N. C.

A recent Missouri incorporation is the Gladstone Investment Co., of St. Louis. It has \$6000 capital, and among those interested is G. S. Bergfeld.

The Murchison National Bank, recently formed at Wilmington, N. C., will begin business with H. C. McQueen, president, and J. B. Grainger, cashier.

The bank at Christianburg, Va., recently referred to in the Manufacturers' Record, will have \$30,000 capital. It is understood that W. J. Shelburn will be president, and William Hall, cashier.

The bank recently formed at Holly Springs, Miss., is to be called the Merchants and Farmers' Bank, and will have \$50,000 capital stock. J. G. Leach and John E. Anderson are among the directors.

It is understood that the movement to organize a new bank at Monterey, Va., has made considerable progress, and that the institution will be opened at an early date. It may be possibly a branch of the Lynchburg National Bank, of which Jas. R. Gilliam is president.

New Securities.

The proposed election on the question of issuing \$5000 in bonds will be held at Morganton, N. C., on May 1.

The town of Calera, Ala., has been authorized to issue \$6000 in bonds. The mayor will give further information.

The legislature has authorized the town of Edwardsville, Ala., to issue \$75,000 in bonds. The town clerk may be addressed.

The Amicolola Marble Co. has decided to issue \$200,000 in bonds. The company's plant is located in Pickens county, Georgia.

The town of Oneonta, Ala., has received authority to sell its proposed bond issue. The town clerk will give further information.

The town of Tarboro is considering an issue of bonds for various improvements if authorized by the legislature. Address the town clerk.

The legislature has authorized the town of Dothan, Ala., to sell bonds for various purposes. The mayor will give further information.

The town of Highland Park, Ala., will vote on the question of issuing \$10,000 in bonds for street improvements. The mayor may be addressed.

The town of Evergreen, Ala., has been authorized by the legislature to issue \$25,000 in bonds for improvements. The mayor will give further details.

Messrs. Rudolph Kleybolt & Co. have contracted to refund \$61,000 worth of bonds of Llano county, Texas, bearing 6 per cent. interest at 4½ per cent.

The town of Louisburg, N. C., will vote on the question of issuing \$30,000 in bonds for improvements. The board of commissioners may be addressed.

There is a possibility that the city of Valdosta, Ga., will vote on the question of issuing bonds for a system of sewers. The mayor will give further particulars.

Chambers county, Alabama, has been authorized to issue bonds for various purposes. The board of county commissioners may be addressed at Lafayette, Ala.

De Witt county, Texas, will probably

issue about \$40,000 in 5 per cent. bonds for refunding purposes. The board of commissioners may be addressed at Cuero.

Messrs. Dennison, Pryor & Co., of Cleveland, Ohio, have purchased the issue of \$52,000 in 4 per cent. bonds of Lincoln county, Kentucky. They paid \$1600 premium.

The town of Fayetteville, Tenn., has decided to advertise for bids for its proposed issue of \$25,000 for water-works purposes. The town clerk will give further information.

The proposed issue of park bonds to be sold by Kansas City, Mo., amounts to \$550,000. Proposals will be received until March 1 by George E. Kessler at Kansas City.

The legislature will probably authorize Elmore county, Alabama, to issue \$50,000 in bonds for a new bridge. The board of commissioners may be addressed at Wetumpka, Ala.

Messrs. Hayes & Son, of Cleveland, Ohio, have purchased the issue of \$10,000 in bonds of Thomaston, Ga., at a premium of \$534. The bonds bear 5 per cent. interest.

The amount of bonds to be issued by Moore county, N. C., amounts to \$8000. The interest will be either 5 or 6 per cent. Further details may be obtained by addressing the board of commissioners at Carthage.

The following railroad companies in St. Louis have increased their capital stock: St. Louis & Kirkwood from \$300,000 to \$750,000; St. Louis & Suburban from \$2,500,000 to \$3,000,000; St. Louis & Meramec River from \$1,000,000 to \$2,000,000.

Dividends and Interest.

The Ideal Fruit & Tobacco Co., of Orlando, Fla., has declared a dividend of 10 per cent.

The Norfolk & Western Railroad Co. announces a dividend of 2 per cent. on its preferred stock, semi-annual.

Financial Notes.

The Mechanics and Investors' Union, of Raleigh, N. C., has re-elected its present officers. John C. Drewry is president of the company.

CITY OF CUMBERLAND.

The Gateway from Mines and Forests to the Seaboard.

[Special Cor. Manufacturers' Record.]
Cumberland, Md., February 18.

Cumberland is the second city in size and commercial importance in Maryland. Situated on the historical Potomac river, 143 miles above Washington, D. C., and at the base of the great Alleghany mountains, it is the gateway of commerce between the Chesapeake bay and the great West, and is the natural and the only outlet for the great coal and timber fields of Maryland and West Virginia. This fact has provided the city with unusual transportation facilities, consisting of seven lines of railroads and the Chesapeake & Ohio canal, which guarantee as low rates of transportation as can be had by any city in the Union.

The town is modern in all its appointments, and the visitor is quickly impressed with the beauty of its location and the enterprise of its citizens. Protected by the great mountain peaks which surround the city from the damage of wind and electrical storms, its citizens are secure in their homes and happy in the enjoyment of a pure, fresh, invigorating mountain air which gives energy to the toiler and comfort to his home and family. These natural advantages have made Cumberland what it is. She is not now, and never has been, blest with those

leading spirits who build cities in deserts. Public spirit is and has ever been lacking, but private enterprise has prospered and builded a town which emphasize the value of the location.

Cumberland now has many lines of manufacturing industry, as will be shown by the following list: One large steel plant, one large paper mill with a capacity of ten tons per day, one shafting works, the product of which has become famous; two large glass factories employing over three hundred men, one glass etching works, three foundries and machine shops, two large tanneries, three sash, door and blind factories, three large planing mills, one steel and tinplate mill, three large breweries, one distillery, five brick works, six cigar factories, two furniture factories, four flour mills, one mattress factory, two electric-light works, one dyeing and dry-cleaning works, three steam laundries, two carriage factories, one cement mill with capacity of 1000 barrels per day, two marble and granite yards, two ice factories, two bookbinderies, nine job printing offices, three daily papers, six weekly papers, two soap factories, two lime works, one stone ballast crusher works, one Standard Oil distributing depot.

The Baltimore & Ohio shops, the West Virginia Central & Pittsburg and the George's Creek & Cumberland shops are here. These shops employ a great many men and boys.

During the long term of business distress which has just passed over the entire country not one of these plants suspended operation. And now upon the general revival of business they are all in full blast, and their products find a place in the markets of the world.

It will be noted that the list includes no textile industry, and yet no community ever offered more fully the conditions upon which such industry could prosper than this, at least in so far as labor condition is concerned. There is in and near the city, in the railroad and mining towns, a population of 40,000 to 50,000 inhabitants, from which could be drawn thousands of women and boys who would gladly seek employment at suitable work, and who are, as yet, free from the influence of strike agitation. It would seem, therefore, that with every facility for cheap and quick transportation, the best coal in the world, which will be placed at your door for \$1.10 per long ton, a climate unsurpassed for its comfort and healthfulness, and a supply of reliable labor adequate to every reasonable demand, that we should become as successful in the line of textile manufacturing as we have been in other branches of industry represented here. A beginning is about to be made in the erection of a silk-weaving plant, which the Board of Trade now think they have well under way, but the field is open to others; and moral as well as financial support will be given to all who desire a location here. A matter of importance to operators is found in the financial institution. The banking institutions of Cumberland, consisting of three national banks and one savings bank, with their combined resources of more than \$2,500,000, give ample facilities for the transaction of the financial affairs of the county, and stand ever ready to promote the interests of sound business enterprise. All communications addressed to the secretary of the Board of Trade will receive his prompt attention.

The Southern Ice Exchange has elected as officers for the year: President, Louis P. Hart, Louisiana; vice-president, W. H. Howe, Tennessee; secretary and treasurer, W. E. Worth, North Carolina; executive committee, W. C. Rushton, Ala-

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bama; W. T. S. Ware, Florida; A. Menders, Tennessee; Sol Benjamin, Georgia; R. T. Learned, Mississippi; Frank Rieke, Kentucky; Leon Burton, Arkansas; C. D. Wingfield, Virginia; Samuel Lapham, South Carolina; M. W. Thompson, North Carolina.

During 1898 nineteen new manufacturing factories were built in Chattanooga, Tenn., and its immediate suburbs, and six were rebuilt.

Baling Presses.—An interesting and complete catalogue relating to baling presses is issued by Messrs. P. K. Dederick's Sons, of Albany, N. Y. This firm produces a comprehensive line of baling presses for the handling of cotton, hay, etc., and has secured for its apparatus recognition from many users who are fully competent to judge the merit and economical features that are embodied. Messrs. Dederick's Sons are the only manufacturers of the "Columbian" and continuous baling presses, supervised by the inventor, and their catalogue relates the principal mechanical features of them, the descriptions being terse, yet full, and the illustrations conveying an accurate idea to the reader. If interested drop a line for further particulars.

The Flemington Coal & Coke Co., of 44 and 46 Broadway, New York, has prepared a pamphlet which in a concise form sets forth the merits of this company's fuel. It is claimed to be specially suitable for gas works and bunker fuel, also for locomotives and manufacturing purposes generally. An analysis shows it contains over 50 per cent. of carbon. The company's mines are at Flemington, W. Va. They have a daily output of 2000 tons.